

# Aviation News

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## **CAB Opens Feeder Line Hearing**

More than 100 airline representatives, route applicants and officials attend opening session in Washington.



## **Navy Steps in at Brewster**

Government intervenes again in attempt to increase production; Bermuda contracts cancelled.



## **Number of Plane Types Cut**

Military commentator reports progress on limiting types of war-planes, and says all evidence to date shows at least one super-bomber is being rushed.



## **Airlines Facing Uncertainties**

Though great expansion looms in long-term future, airlines face more uncertainties than at any time in industry's history; U. S. contracts being negotiated downward.



## **Trend Toward Heavier Planes**

Expansion of the attack phase of the air war is seen in the continued rise in airframe weight, production reports indicate.



## **Industry Sets Teamwork Example**

Chamber committee conference establishes foundation for development of strong aeronautical trade organization, executives declare.



## **EAL Seeks Latin-American Routes**

Files for extension of lines to Montreal, Mexico, Cuba and other Latin-American points; Colonial maps Canada-Nassau service.



Frank F. Russell, general manager of the National Aircraft War Production Council, who was host to top executives of the nation's major aircraft companies during last week's special business meeting in Washington.



This toast (and others like it) is frequently heard when American pilots and their crews return from difficult missions. It results from the stubborn dependability and unexcelled fighting qualities of American planes. This ability to absorb terrific punishment and continue to "dish it out" is told in daily news reports from all our fighting fronts.

These reports are a tribute to the entire American Aviation Industry as well as to the brave men who fly the planes. We at Vickers are proud of the dependable performance of the Vickers Hydraulic Equipment that is used on the great majority of our country's combat planes.

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## THE AVIATION NEWS

# Washington Observer

**GEORGE MARSHALL**—All admit, Gen. Marshall has never been known particularly to a spokesman, but reports from the closed sessions of the War Department Conference of Industry, Labor and Press Leaders say the General was unaccustomed in his forthright, down-to-earth remarks. He was given a rising ovation by the ordinarily unexcitable top executives of the aircraft and other industries. Because of his self-effacing nature, it is sometimes forgotten that our air forces have made their tremendous strides under his command as Chief-of-Staff.

**MILITARY AND HOME FRONT LIAISON**—We observed a couple of weeks ago that it was a dull week in Washington when a new agency wasn't established. This week we give you the Joint Production Survey Committee, of four ranking Army and Navy officers. They will provide machinery for coordination of the military and civilian branches of the government. The establishment of such a committee indicates, in part at least, that this sought-for coordination has not been present in the past or if it has been that it was not particularly effective. James F. Byrnes, war mobilization director, explained that "there must be closer cooperation between the military front and the home front."

**INDUSTRY, LABOR, PRESS LEADERS**—Byrnes' comment may be the tip-off on this conference which brought aircraft and other executives to Washington to hear top-ranking military men outline their problems. Observers here looking for the real reason for the conference see a desire on the part of the government to cooperate more fully with industry. At the same time, it was emphasized that the purpose was not to give the leaders a pep-talk, not to exhaust, but simply to give them a picture of what's ahead. Then the visitors get a pep-talk.

**PRODUCTION AGAIN**—The conference heard that production was good, but had to be better. The aircraft manufacturers insist that they know that production is not as high as the government would like to have it, and, as a matter of fact, it is not as high as the industry would like to see it. It is still good, however, and last reports had it that it was still getting better and that September plane production would top August's all-time high.

**PLANE INSIGNIA**—The new announcement that the red border enclosing the insignia for our warplanes has been replaced with a blue border, following by only a few weeks the adoption of the new insignia, set some Washington

observers to making small bets on which would be changed next—the aircraft insignia, or naval regulations regarding uniforms. Both seem to be more or less in a state of flux.

**DESIGN CHANGES**—This bugaboo of the aircraft producer which runs a close second to manpower in causes of production delay will ever be with the industry. Some changes in design are reported to be radical even in accepted and established types. And there will be still more design changes when we really go after Japan, because of different operating conditions. For example, short-range bombers and fighters will have to give way to long-range types.

**NATIONAL SERVICE ACT**—This house still isn't dead, despite other programs designed to help solve the manpower situation. While most officials are hopeful that the problem can be solved without a National Service Act, many of them admit privately that such an act a year ago would have been a good thing and would have advanced our production. Most military men want it, of course. Most manpower officials hesitate to advocate it and say that the request for such legislation must come from the White House.

**WEST COAST MANPOWER PROGRAM**—Privately, neither labor nor management is very happy about the new program. Both groups would like to have been consulted on the plan. Management doesn't like it because they see possibilities of contract cancellations. Labor doesn't like it because they fear many people will be demoted from high to low rate jobs under the labor priority set-up. Neither of fact, nobody was too enthusiastic. Manpower officials have tried to assure both groups their fears are groundless. Both groups have had in effect—all right, but—

**GERMAN BOMBERS**—Germany is said by military men to have somewhere between 1,000 and 2,000 bombers, but the question is—where are they? Our air offensive in Germany has forced the Nazis to reduce drastically the current production of bombers. It's true. And this step is encouraging because to military men it has only one meaning—Germany has given up hope of winning the war and is tawing her every effort to keep from losing the war.

**JAP REPLACEMENTS**—You have only to read the daily dispatches from the Pacific to know that the Nips are losing plenty of air-





A CERTS One FIRST airplane on board and today off from a battleship, Fleet Commander Chester W. Nimitz.

## When the not so "Flat Top" launched a Box Kite, CONTINENTAL-DIAMOND was a "baby" too

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## Air Industry Leaders Thresh Out Problems in Washington Meeting

Conference most vital four days for aircraft manufacturers since Pearl Harbor, Glenn L. Martin declares.

By SCOTT MERSHBY

Leaders of the nation's aircraft industry met in Washington last week to attack and solve their mutual problems, at a series of meetings so vital that they were described by Glenn L. Martin as encompassing the four most important days for the industry since Pearl Harbor.

It was substantial and impressive that the executive heads of the companies themselves participated in the sessions—two days at the War Department's conference of industry, labor and press leaders and two days' meetings of the National Aircraft War Production Council.

**Outlook**—There was a general feeling, expressed by several of the conferees, that the industry concluded its meetings with a more complete understanding of its problems and what the industry has to do to meet these problems.

Most of the executives who attended the War Department meetings were strongly impressed with the seriousness and the size of the task which lies ahead and a realization that the government has a difficult task in converting the home front that the war is not yet won and that the nation may have some severe set-backs and heavy losses in men and material before final victory is achieved. Some said there was evidence of so-called "Peace-Itters" among some of their employees and cited this as one of the causes of labor turnover.

**News Conference**—With Lawrence D. Bell, head of Bell Aircraft, and president of both the National Aircraft War Production Council and the War Production Council, presiding, the company heads sat together at a table and laid themselves open in a free-for-all questioning at a unique news conference.

Seldin, if ever, has any industry

presented such a united front of the men who actually make policy and operate the industry. There was not an industry leader who had not expressed himself in answer to newsmen's questions before the conference was over.

**Manpower Problem**—T. Claude Ryan, head of Ryan Aeronautical, and president of the West Coast Council, said that unless steps are taken to meet material problems, the industry cannot meet the staggering production schedules set for it. The industry needs between 600,000 and 800,000 new employees to meet this schedule and at the present rate of turnover it means that 1,700,000 persons will have to be hired.

**Manpower**, of course, is the No. 1 problem. West Coast executives said the government's new program

for the Pacific Coast had not been in operation long enough to judge its effectiveness. Bell commented that a similar plan in Buffalo was of no particular aid to the aircraft industry, although it did pull heavy industry out of a bad hole.

**Labor Hoarding**—Commenting on charges of labor hoarding leveled against the industry, J. Carlisle Ward, Jr., of Fairchild, pointed out that design changes and changes in models resulted in periods of readjustment of labor and that there might be some hoarding in the allocations, not as hoarding, but as to utilization caused by design changes and other factors coincident with wartime production.

Donald Douglas, head of Douglas Aircraft, in commenting on labor hoarding, noted that since January, 1940, there had been an increase in production on the West Coast of 4,388 percent by weight and that during the same period there had been a personnel increase of 933 percent.

**Compensation**—On a basis of 100 workers, Douglas made these comparisons between October, 1941, and July, 1943. In 1943, he said, it took 100 men to build an attack bomber,

## OWI to Report Airlines' War Work

The Office of War Information has approved a proposal to report fully, for the first time, the "heroic service" war effort of airlines. Washington observers believe this will result in easing the drastic censorship which the Air Transport Command has clamped on airline activities.

An editorial in AVIATION NEWS Aug. 16 brought about OWI's decision. Titled "Let the People Know," the editorial cited OWI's persistent unwillingness to allow any individual line to be mentioned in connection with any war contract. It urged that OWI prepare a complete and factual summary of what the airlines have done, line by line, and bring the people up to date.

In a letter to the presidents of

the domestic lines, announcing the decision, a representative of the OWI News Bureau wrote:

"The Office of War Information proposes to report on contributions of commercial airlines to the war effort. We of AVIATION NEWS tell you that you can supply details of your own line's activities. We would like to have as much as you can give us."

"We believe that enough can be told to give an adequate idea of the part the airlines are playing. After the report is finished, we shall check with you. All material will clear through the news services before publication. Could it expect to hear from you within two weeks?"

It is understood that photographs will be released with the report.

now nine workers build it, in 1940, 100 men built an interregional, now five build it, in 1946, 100 men built a medium bomber, now 30 build it.

The question of incentive payments was discussed, with the general opinion being that such plans were difficult to apply in the aircraft industry, that while production probably could be increased, it was first necessary—and almost impossible—to find a sound yardstick for measuring and to work out a

plan fair and equitable to all and acceptable to labor as well.

**Post-War Plans**—Bell was asked what the industry is doing about post-war plans. He replied: "I don't know what the other companies are doing, but we're not doing a damn thing. It's all we can do to build the airplanes we have to build now."

On the basis of present production scheduling, the industry in 1944 will be producing at an annual dollar volume rate of \$40,000,000,000.

## Board Opens Feeder Hearings; Stanton Sees Mass Air Transport

CAB is seen as first government regulatory body to control a transportation system still in development stage.

The Civil Aeronautics Board started last week to dig for the facts on which it will base its consideration of the need for local, feeder and pickup services.

First to testify was Charles I. Stanton, Civil Aeronautics Administrator. Admittedly optimistic about the ability of airlines to provide mass short distance service at costs comparable to interstates and long distance service, he said he was concerned about their ability to provide short distance service with sufficient time ad-

vantage over other service to attract patron in large volume.

**Feeder Shorter Run**—He forecast new routes, a large increase in short distance service, and extensive development of the market for mass short distance travel between large metropolitan populations, perhaps by multiple airports at such centers.

There is much, Stanton asserted, for a plane designed specifically for short range operation, with particular attention to maximize time lost in making a stop. He was skeptical

of the helicopter as a mass transport plane, and predicted many years would be required to obtain large numbers of that type.

The administrator dwelt largely on air passenger traffic, assuming that population, distance and service factors will affect mail, express and freight traffic in the same general way. Foreseeing development of the pickup system for mail, especially, he said postal policy should aim at transmission of every letter by air without surcharge whenever delivery can be advanced thereby.

**Three-Way Classification**—He suggested consideration of a three-way classification of air services: Major transcontinental services, those designed for smaller cities between large cities, and third class service extending spoke-wise from a large city to serve one or a series of small cities, without a larger terminal city. Stanton estimated that for an air transportation system to serve over 80,000,000 people, including more than 90 percent of the urban population, cost for airport construction and improvement would run \$215,000,000, and installations another \$12,000,000.

Raymond W. Stough, director of the board's Economic Bureau, presented a detailed statement in which he made the points that no clear cut distinction exists between feeder and trunk line services, and that the real issue was whether the public

convenience and necessity requires service and how that requirement will be satisfied.

Need for a broad proceeding to consider these matters, he said, arose out of the numerous proposals for new services presented to the board, and the "substantial increase" in government aid for the operation of these services.

**Safety Regulations**—Manufacturers and other technicians, Stough said, have the responsibility of reflecting improvements to enhance the economic position of air transportation. John M. Chamberlain, assistant director of the Safety Bureau, presented an outline of safety regulations. Regulations of state aviation groups in Tennessee, West Virginia and Alabama testified in launching the investigation. Chairman L. Welch Pogue described it as a general collection of views and data. Additional significance was seen by some, however, in the board's unique position as a government agency controlling a mode of transportation yet in its early development.

This circumstance led some observers to express hope that the board will reserve its conclusions until it has fully developed a general policy toward this type of service. Others in official CAB circles, however, hoped for early findings to permit rapid consideration of pending applications.

## Airlines Decide on Post-War Ad Theme

ATA members convene, meet with CAB, study adoption of mechanized wage scale.

A new note in airline advertisement is about to be sounded by Air Transport Association members, as the result of the latest meeting of the board of directors.

The need for organizing the public in detail with what the present commercial operators think they will be able to do for post-war America was brought up by Capt. Eddie Reichenbacher of Eastern, and the other members of the board—only W. A. Patterson of United was absent—agreed something should be done about itself as an educational program. The matter was discussed in connection with ATA's advertising budget.

After the session, the directors met as a group with the Civil Aeronautics Board, to discuss general aviation problems. Later some of them went to New York to talk over

the dismantling of the Airlines War Training Institute, now in prospect. As a result of the ATA board meeting, further sessions were held last week to discuss mechanics' wages. A recent application by twelve airlines to increase the pay

of their mechanics was rejected on grounds it would be contrary to the president's anti-inflation order. Without the increase, airline operators say, mechanics are being lured to other industry, particularly in the New York area.

## Eastern Seeks To Extend Routes to Montreal, Mexico, South America

Reichenbacher also files application for extensive expansion of domestic lines; Colonial maps Canada-Norfolk air link.

Eastern Air Lines, encouraged by the recent welcome given by the Civil Aeronautics Board to applications for routes between the Americas, has applied for extension of its facilities from Montreal to Mexico, Central America, South America and the Caribbean. At the same time, it asked for an extensive expansion of its domestic routes.

Eddie Reichenbacher, Eastern's president, told the board in a letter accompanying the application that EAL's purpose was "to bring the people in the great cities in North America, Central America, South America and the Caribbean within 24 hours or less travel time of each other."

**Through Heart of Continent**—The proposed South American routes would go "straight through the heart" of the continent, avoiding the "roundabout traditional shore line routes."

Reichenbacher said he saw no reason why the route should stand in the way of a "complete and immediate overhauling" of commercial air transport arrangements in and between the Americas. On the contrary, he suggested, the war has drawn the people of the Americas together.

**Post-War Plans**—Furthermore, he emphasized that aviation's post-war program must be "shaped in and well under way" at war's end, if the public is to benefit to the highest extent from military expenditures for aviation and opportunities are to be provided for air-trained young men.

"We propose," Reichenbacher wrote the board, "to develop in the first instance both air shipping and the national operators all forms of traffic—passenger, mail and cargo—in all types of services, from local or so-called feeder service to the fast international express. Only by such a program can aviation achieve its destiny and the industry meet its

public obligations."

**Norfolk-Canada Route**—Colonial Airways' President, Sigmond Jara, announced at Miami that the line was filing for a new route to connect Miami and Norfolk, Colonial, which operates between New York and Montreal, would use four-engine planes and go south to Nassau via Atlantic City, Norfolk, Wilmington, N. C., Savannah, Jacksonville and Miami.

Meanwhile United Air Lines announced plans to add St. Louis, Indianapolis, Detroit and other mid-west industrial cities to its network. It proposed to operate from the terminals of Detroit and Cleveland to Toledo, Fort Wayne, Muncie, Anderson, Indianapolis, Terre Haute and St. Louis, and from there to Omaha. St. Louis to Omaha flights would be non-stop, and one service would be non-stop from Toledo to St. Louis. The company previously requested an operation from Chicago to Detroit and Newark-New York directly and by way of intermediate points.

**Major Line Files**—A new route was injected in the most recent group of applications submitted when the Matson Navigation Co. filed for four air transport services over its shipping routes, between Honolulu and Seattle, Portland, San Francisco and Los Angeles. William P. Roth, president, said the proposal was a departure from the practice of ownership or operation of "air companies" by other means.

No subsidy was requested, and no limitation suggested on the issuance of certificates. Roth described it as a plan for the right to serve the public in both shipping and air, the possible means through an integrated transport operation.

**Consolidated White Star**—He cited this company as an example of foreign ownership companies intending to utilize aircraft in international trade after the war.



CAB OPENS FEEDER LINE INVESTIGATION:

More than 100 airline representatives, route applicants, aeronautical association officials and news/pressmen's agents were present at the Civil Aeronautics Board opened its investigation of the local, feeder and pickup service situation in Washington last week. First witness, extreme right in crowd picture, was Charles I. Stanton, Civil Aeronautics Administrator. On stand at

the starting position (group picture) were (left to right): C. Edward Lutzner, chief examiner, William J. Medley, examiner, L. Welch Pogue, chairman of the board, V. S. Gravesman (standing) public counsel, and Albert F. Beiler, examiner who, with Medley, is conducting the investigation. The hearings are continuing.

## Navy Intervenes Again at Brewster In Attempt To Boost Production

Company ordered to concentrate on Corsair production and drop all work on ill-fated Bermuda dive bomber.

All Brewster Aeronautical Corporation contracts for all air versions of the SB2A (Bermuda) dive-bomber have been canceled and the company is directed by the Navy to concentrate on the Corsair shipboard fighter, which it calls F3A. Vought's symbol is F4U and Goodyear's is PG-1.

Informed quarters said without reservation that the Navy is placing its own management in the Brewster plant's Boston, Mass., head of the special war investigating committee which bears his name, had just threatened to expose the company's Johnsville (Pa.) plant for inefficiency. He said conditions there were "extremely bad," that the plant was producing "practically nothing."

**■ Labor and WLB Blamed**—Production troubles at Brewster are attributed to organized labor, and the National War Labor Board has directed to pass on a proposed new labor contract. The management charges CIO as really was operating the Johnsville plant for its own political ambitions. Labor troubles have

figured largely in Brewster's difficulties in several years.

Navy will lay out and command the production program. No official statement was made on the Brewster situation. All information came from Capitol Hill and private sources.

**■ New Commands Production**—It was reported the management by Henry J. Kaiser, Chairman of the Board, and Frederick Hebel, Jr., President, was not renewed but the Navy will lay out and command the production program. An official statement by the Navy Department reported only the switch to the Corsair.

**■ Production at Low Level**—Official records, examined by Aviation News, show Brewster production amounted low in 1941, 1942, and 1943. The company manufactured the SB2A until April 1942.

The SB2A dive-bomber, made in three slightly varying versions for the Army, Navy, and the British, is out out because Navy feels the Grumman Wildcat is much better and wants all the Corsairs it can get. Army's version of the Brewster

diver-bomber, called the A-34, is very little used.

## Radio on Life Rafts

See on planes making water flights transmits SOS signals automatically for fates lost at sea.

The Army's "Gibson Girl" radio has been adapted on standard equipment on all Air Force planes making water flights. It is an automatic transmitter, pre-tuned to the international distress frequency, and an SOS can be sent out by merely turning a switch.



ing a crank. When more than one recovery station picks up the call for help, the position of the survivor can be determined by triangulation. The set weighs about 35 lb., is unbreakable, and is packed in a bright yellow bag which can be identified readily as the water surface.

Two methods of raising the 35-lb. unit are available: a collapsible box kite for use in windy weather, and two rubber balloons filled from hydrogen generators to be used when there is no wind.

**■ Morse Code as Back**—Regular messages can be sent by means of a ballast on the face of the set, and for those who are not familiar with radio data and dials, the Morse Code is printed on top of the set. A lamp, which can be powered by turning a crank, is also part of the equipment.

The keying mechanism is an important development, the antenna-raising device (the kite and balloons) give much greater range, and the hydrogen generators cut down the time required for balloon inflation by 75 percent. Radio engineers have declared this device greatly superior to similar apparatus in use by the Axis Nations.

## DPC Issues New Air Plant Contracts

Brewster, Bendix, United and Reynolds arrangements for expansion reported.

Defense Plant Corp. has announced execution of a contract with Bendix Aviation Corp. for equipment and machinery of a plant in New York at a cost of about \$250,000, while contracts with Reynolds Aeronautical Corp. provided for additional facilities at a plant in Pennsylvania to cost \$160,000, and with United Aircraft Corp. for additional equipment at a plant in Connecticut to cost \$468,000. The results in an overall commitment with the former of approximately \$1,200,000 and with the latter of about \$12,350,000.

**■ Defense Plant Corp.** has authorized construction and equipment of a plant in Tennessee to proceed at a cost of approximately \$1,300,000. Reynolds Metals Co., Richmond, Va., will operate the facilities, with the title remaining in DPC.

**■ War Department** awarded contracts for construction of apartment and temporary frame buildings at a field in St. Clair Co., Ill., to cost about \$50,000, for drainage for runways and taxiways in Jefferson Co., Ala., to cost about \$203,000, for drainage for additional run strips at a field in Montgomery Co., Ala., to cost about \$30,000, and for the sealing of runways at a field in New Haven Co., R. I., to cost \$20,000.

**■ WFR's General Limitation Order E-312** provides that after March 1, 1944, production of aircraft plumbing fittings will be completely standardized in accordance with drawings issued by the armed services. Only exceptions to the order standard-

izing the fittings, which are used for the construction of tubing, hose or pipe installed in the assembly of aircraft and aircraft components for the purpose of making a fluid-tight joint, are: (1) direct purchases by the AAF or the Navy Bureau of Aeronautics, (2) authorization from the Aircraft Standardization Unit, in quantities and specifications set forth in the authorization, (3) non-metallic aircraft plumbing fixtures, and (4) for maintenance in places delivered prior to the order and not standardized.

**■ Brewster Aeronautical Corp.** and Local 263 of the CIO United Automobile Workers have been ordered by National War Labor Board to sign a collective bargaining agreement for the four Brewster plants in points to which they have agreed and to negotiate a separate agreement covering plant guards.

The order acts up a separate bargaining unit for the guards and provides that the guards, who are voluntary members of the Coast Guard, shall be subject to orders of the Navy Department for the duration.

William H. Davis, NWLB chairman, and the order supervises the provisions of any other contract between the company and the union with respect to security rights of the guards.

## Street Transferred

The AAF's heavy bombardment groups of the Second Air Force will be under the command of Maj. Gen. St. Clair Streett, who formerly commanded the Third Air Force at Tampa, Fla. General Streett's new assignment puts him in charge of the Colorado Springs, Colo., base commanded by Maj. Gen. Davenport Johnson, who was transferred to the Alaskan theater.

## TELLING THE WORLD

**■** The life story of Tom M. Grier, board chairman of Consolidated Value Aircraft Corp., will be published this month by Chris Scribner's Sons. Rayden Spurr has collaborated on the story, which will be called "Battleground."

**■** Bellanca Aircraft Corp. resumes advertising with the first of a series of advertisements to run in aviation papers appearing this week. Designed to put the Bellanca name before the flying and buying public, the company is eyeing the post-war market. In the first ad, attention is brought to the fact that the first non-stop flight to Berlin was in 1937 when Clarence Chamberlain flew a Bellanca cabin moniplane from Long Island to Germany. "Today, the Bellanca tradition marches on in the production of the AT-32-OL gunner crew trainer (the AAF's)," says the ad.

**■** Continuing an editorial appeal from readers in the 30-odd plants of Bendix Corp., the issue of the new series of ads purposed the identity of a Bendix worker's interest in making emergency transmitters for life rafts. "Believe," "Solidification," "American Anger," the ad appears in 36 major newspapers of 26 cities. The newspaper series supplements the current national magazine campaign, "The Incredible Crew" of Bendix, plus additional campaigns in a series of leaflets and technical papers. Bendix is handling the new ad for Buchanan & Co., New York.

**■** Edith Jaill, member of the public relations staff of Transcontinental & Western Air for the past two years, has been promoted to assistant advertising manager, in charge of advertising, promotion and tie-ups. Miss Jaill was the first woman employed by TWA as a permanent representative in 1940.



## AERONCA ENTERS FORTRESS PROGRAM

Aeronca Aircraft Corp., lightplane company, has joined the subcontractor's list for the Boeing Flying Fortress and military officials are shown inspecting the first elevator to come off the new line. Left to right: Victor Seelye, general supervisor of outside inspection of Bell Aircraft, Vol. Balz, plant superintendent at Aeronca, R. Scheidt, aircraft host inspector at Bell, John Prosser, executive vice-president of Aeronca, C. E. Lukens, district supervisor of outside inspection for Bell, and Russell Ebert, tool erection manager, Bell Aircraft.



## U. S. FLIES WOUNDED BACK HOME

AP investigation of battle casualties has assumed proportions believed impossible before the war began. Both the Army and Navy are using planes for this purpose on all battle fronts and have thus cut deaths from

wounds to a low rate. Many wounded soldiers are being flown back to the U. S. by the Air Transport Command for hospitalization regularly. Shows is a Navy Douglas transport at a South Pacific island.

## Manpower Turnover Hits New High Mark

Quit rate for industry 3.94 per 100 for men, 7.26 for women.

Labor turnover, a prime problem in the aircraft industry's manpower troubles, hit a new high in the aircraft industry in July.

Bureau of Labor Statistics showed quit rate in the aircraft industry for the month was 3.94 per 100 workers among men and 7.26 among women. In aircraft parts, the rate for men was 3.14, for women 4.66.

The figures were not broken down on a geographical basis and it was not possible to determine whether the turnover rate was larger in congested areas compared with less congested areas.

**Lower in War Industries:** The quit rate was generally lower in war industries than in others and as high as the rate was among women in the aircraft industry, the rate was still higher in such industries as small arms and munitions, explosives, aluminum and magnesium smelting and refining, non-ferrous metals and shipbuilding and repairs.

The quit rate for men in the aircraft industry was exceeded by the rate in small arms and munitions, guns, mortars, machine tools, aluminum and magnesium smelting and refining, non-ferrous metals and shipbuilding and repairs, the latter at 8.22 per hundred for men workers.

## Workers' Morale Group Set Up in Canada

Nationwide organization to coordinate aircraft employee problems.

The Canadian government has set up an Aircraft Industry Relations Committee "to build up and maintain morale of all workers in the industry."

This nation-wide personnel organization for the Canadian aircraft industry is tackling such problems as employees' relations, women's work clothes, suggestion boxes and award plans, and is distributing film distribution, public relations and other related subjects.

**Headed by Label:**—Edmond La-bell, president of Canadian Vickers, Ltd., is head of the committee whose directors are: W. L. Bayne, president, Northrup Aviation, Ltd.; David Boyd, general manager, Victory Aircraft Ltd.; H. M. Paterson, president, Fairchild Aircraft, Ltd.; and James Young, president Cana-

dian Pratt & Whitney Aircraft Co. The committee has 35 company members, and interest in the organization in the United States is evidenced by the number of inquiries received at headquarters in Toronto.

## New Airport Work

WPA announces reinstatement of the CAA airport project at Olney, Tex., to cost \$246,000. The project was requested by the Army or Navy. Three flight strips, to be built by the Public Roads Administration alongside highways also have been continued. They are: Churchill, Nev., to cost \$441,000; Ansonia, Calif., to cost \$446,000; and Hialeah Mountain, Nev., to cost \$482,000.



### CYLINDER LAPPER:

Leona Treaner, American Airlines' machine shop foreman at Washington National Airport, built this cylinder lapping machine to give a high polish to cylinder walls. Small bench models are in operation elsewhere, American says. Treaner made his machine from material available in his shop. It requires about 3 min. for the lapping operation, an extra 3 min. the airfile feed, gives improvement in maintenance methods and added strength and durability. (After this cylinder has been thoroughly inspected for stress, it is fixed to the stand, the mesh turned on, and the round lapper moves up and down inside the cylinder, giving it a highly polished, smooth surface.)

## Crawford Warns Need To Up Output 45%

NAM chief blames shortages, strikes, inefficiency for war production lag.

Sharp increases in monthly production of war goods including aircraft are necessary to meet commitments to the armed forces for this year, according to Frederick C. Crawford, president of the National Association of Manufacturers.

Crawford, who is head of Thompson Products, of Cleveland, manufacturers of airplane parts, said aircraft production must be stepped up 45 percent "over what we've been turning out."

**Production Handicaps:**—He listed four factors which he said were hampering production—"too much individual inefficiency and failure to do the fullest possible day's work, too much labor turnover, absenteeism, altogether too many—and I say it is too many—strikes and slowdowns."

**No Back Paddling:**—Crawford emphasized that he was "not trying to pass the buck to labor," and added that "management has got to do a better job and government has got to do a better job than it has been doing."

He said that "what we must do is produce more with what we have and that's up to the workmen. It's up to management to use every minute of every man's day wisely. It will be most effective in turning out the goods that we want here."

## Teletype Selector

CAA developing device which sorts messages for various centers.

An automatic reader which sorts teletype messages to a given air traffic control center, saving manpower and space, is being developed by the Civil Aeronautics Administration.

**Relays Do Work:**—Suggested by George B. Porter, senior airway controller at CAA's Washington center, the mechanism consists of a series of relays which select messages at their destination, eliminating the necessity of assigning a man to watch the teletype and throw away communications to other centers on the same circuit.

Eighty-five percent of the messages passing over the two teletype circuits into the Washington center, it is said, have no bearing on flights in and out of the capital.

## THE AIR WAR

### COMMENTARY

## Number of Plane Types Cut; One Super-Bomber Is Rushed

Specialty preferred warplane models comprise more than half of August production weight; various groupings get priorities.

Recent official aircraft production reports have emphasized the fact that types of planes "most urgently needed by the armed forces" are going in the overall picture. Output of such types has been doubled within the past five months. Put another way, the specialty preferred types make up one-half of the total monthly weight of aircraft production in August, as compared with one quarter a year ago. Units totaled 7,612, 3 percent above July as against a scheduled 4,884.

This means that at last, after bitter experience of practically all models, the armed forces have been able to cut down the number of types of planes to be turned out by the aircraft industry, concentrating on the best types and the ones most suitable for the strategy and tactics that is ahead. This is most important from a materials allocation point of view, and the fact that for some time our planes have been divided into groups with varying degrees of priority has been a definite help in getting out the most needed stuff. The list is flexible, and items with top priority six months ago, may be dropped farther down as the situation changes.

**Top Preference Groups:**—It is well understood that the top-preference groups, in addition to a few experimental models, which while highly important do not require large quantities of materials, include the Fortress and Liberator heavy bombers now in pooled production, a super-bomber which has been referred to in general terms by various officials during the past few months, a couple of crack Army Air fighters, and Naval fighters and bombers.

In numbers, according to the strategy of greatly accelerated action in the Pacific, the Naval combat planes are in the fastest moving class of all. The heavy bombers, despite Boeing's difficulties in Seattle, continue their monthly overall

growth at newer units in the B-1 and B-24 pods hit their stride. The Lockheed Lightning, with more



### LATEST CARRIER NEWS PHOTOS.

From the British and U.S. Navies come these news photos from aboard aircraft carriers. The action shot shows a Grumman Hellcat pilot getting the bag for a takeoff, while the carrier's crew watch from above. The British photo, showing an old Swedish gun being the "hit" while another aircraft and its crew wait, is believed to be the first picture taken on the deck of one of the scores of new escort or pocket carriers. Harrow's width of these platforms can be noted.



I UNDERSTAND  
GENERAL AIRCRAFT  
IS ONE OF THE  
LEADING MANU-  
FACTURERS OF BIG  
CARGO, TROOP-  
CARRYING,  
MILITARY  
GLIDERS.

NOT ONLY THAT...  
GAC'S GOT TWO REVOLU-  
TIONARY NEW SKYFARER  
PLANES READY TO SHOOT THE  
MINUTE WAR'S OVER. THEY'VE GOT  
SAFETY AND SPEED NEVER  
REACHED BEFORE IN THEIR  
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**RUMORS YOU CAN CIRCULATE!**

A-20B and later variations, turned out to be such a widely successful and versatile airplane, a great favorite on many fronts, that it became standard for the class. Though eventually it will be replaced by an improved version, the A-26.

For medium bombers the B-25 Mitchell and B-26 Marauder were outstanding in their class, their only real rival anywhere being the improved Dornier 217 E2, a machine, however, which has only seen limited service, as contrasted with the Mitchell, for example, which has been in successful operation on every fighting front, including Russia. With peak production at North American-Kansas City approaching, this factory alone will soon be producing more medium bombers than any other factory in the world.

The Marauder has proved a fast, hard-hitting ship in New Guinea, Africa and England, and its pilots cheer by it. However, production is likely to be tapered off so that the important facilities in Baltimore and Omaha may be used for urgently required items in the top-preference group, in which no medium bombers have a place.

Heavy Bombers Improved—In the heavy bomber class especially has the wisdom of two first-class entries been justified. The Fortress and Liberator are easily the world's best long-range day bombers, and we need all we can get of both of them. The Fortress is being concentrated in England, and the Liberator in the Mediterranean, Asia and the Pacific, its extra few hundred miles' range giving it an advantage in those areas.

It is too early to be certain, but present evidence indicates that all-out efforts are being made to get one super-bomber into operation as rapidly as possible, rather than two. A substantial pool of several factories, most of them island, is beginning to chafe Gen. Arnold's recent description of the bomber of the "near future" as "currently trifling." Half a century of battle multi-gun power turrets convertible from fighting stations compensating sights for firing at fast-moving aerial targets, "eyes" to make it in its target at night or in any kind of weather, and to detect the approach and follow the course of intercepting fighters, and possible use of new types of bombs, and missiles which will operate on a new principle. This will be Air Power.

Previously operating with the British-based C. S. Knight Air Force, the B-24's joined the Northwest African Air Force and are daily moved to the attack on the German harbor of Bona and the Italian-occupied city of Lampedusa, leaving troop-crowded German vessels and other small craft adrift.

Giant Air Power—Lately Gen. Carl A. Spaatz now has in his Northwest African Air Force a heavy bomber force unequalled in any theater except the home-based Royal Air Force fleet in England. With full weather brightness to hamper operations from Britain, new blaws, night-fighters over, may hit the Axis from the Mediterranean.

Air War Review—In one of the greatest operations of the crushed Allied air offensive, clouds of bomb-



ANTI-AIRCRAFT JUST HIT THIS "FORTRESS".

This remarkable picture released by the AAF shows a B-17 which has just been hit by fire after dropping its bombs on Nagoya. "A portion of the wing has been blown off, and concussion from the fire burst has turned the ship completely over," the AAF says. "Despite the aircraft destruction suffered, the sturdy plane managed to level off 1,344 ft. lower, and five parachute seats were seen to open."

ers and fighters swarmed over the English channel to strike at widely-separated targets. Layer upon layer of warplanes took part in the attack, at altitudes from 1,000 to 30,000 ft.

Indications that Germany may be facing a winter aerial assault from the Mediterranean area, surpassing perhaps the blows from Britain, were seen in the transfer of Liberator bomber squadrons from England to the North African theater.

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Air War Review—In one of the greatest operations of the crushed Allied air offensive, clouds of bomb-

ers and fighters swarmed over the east-west rail line and site of Germany's largest rubber works and big locomotive and tank plants. Was on the list was Berlin, North Sea port and naval base, Oldenburg, important military and communications center. Nantes, French Atlantic port and key submarine base. Commerce, coastal as base, Brest, French air base; Paris, air base; Lyons, important military and communications center. Nantes, French Atlantic port and key submarine base. Commerce, coastal as base, Brest, French air base; Paris, air base; Lyons, important military and communications center.

Supply Road Wasted—Main target in the Madras sector, northwest of Finschhafen, was the Jap's coastal supply road. These planes, bombers with fighter escorts, met no enemy air opposition, achieving in the effectiveness of recent raids on enemy airbases around New Guinea.

Barrage Bombs Raided—Operations against the Japs in Burma have been stepped up since the end of the monsoon season and the R.A.F. and the U.S. 10th Air Force with two main objectives, both achieved: to prevent the Japs from using bases in Burma for attacks on India and to prevent them from exploiting Burma for the benefit of their general war effort.

The entire raid was concentrated on bridge and terminals



## Canada Reveals Air Developments Long on Military Secrets List

Comment on molded plywood's adaptation to plane fuselages and tests of Avon twin-engine bomber trainer released by National Research Council.

By JAMES MONTAGNES

Long on the military secrets list, some of the experiments which have been carried on at the Canadian government-owned, National Research Council, in Ottawa, are now disclosed.

Many aeronautical problems have been solved and others are under investigation at the council where wartime research problems have continued in Canada since war began.

Molded plywood for aircraft has been one of the major topics of research and investigations and tests include the design and construction in molded plywood of the Avon twin-engine bomber, employed widely in the British Commonwealth Air Training Plan.

**Results in Production**—Results of the experiments are now being translated into production of the Avon V by the aircraft subsidiary of an old farm implement company, Cockshutt Molded Aircraft, Ltd., subsidiary of the Cockshutt Plow Co. of Bramford, Ont.

The company makes Avon fuselages under contract for the government-owned Federal Aircraft, Ltd., using Canadian red pine and imported poplar veneers. The redesign of the Avon fuselage to molded plywood has been an important factor in Canada's aircraft program, reducing time of construction of the fuselage as well as final assembly of the aircraft.

Cockshutt Molded Aircraft, Ltd., was established in the summer of 1942, after the parent company had done subcontracting for Federal Aircraft. New buildings were constructed alongside the firm's existing plant and new occupy about 100,000 sq. ft. of floor space, while the aircraft plant employs approximately 1,800 men and women. C. Gordon Cockshutt is president and Stuart R. Lee, general manager.

**New Projects**—Several projects

are under investigation by the council in the field of aircraft engines, relating to cracked piston gas.

In the past it has been considered that only straight-run aviation gasoline could be used in aircraft and that thermally cracked gasoline, similar in many respects to that used in automobiles was unsuitable for aircraft engines. As a result of the tests made, the council has decided that for many tailfin aircraft, fuels of this type are satisfactory, and a specification has been prepared. Canada is leading the way



CONVAIR TRANSPORT LINE:

The new photo of the fuselage nose department at Consolidated-Palmer's Fort Worth plant explains why the Air Transport Command is adding Consolidated C-47 transports daily to world-wide military or civilian. The modern plant, designed and built by the Austin Co., is larger than White Star, and is the world's largest air conditioned building.

in this investigation.

**Die-ling Tests**—Die-ling projects underlying development and testing include propeller die-ling, windshield die-ling and die-ling to ensure vision under all weather conditions, and wing die-ling employing heat from the engine exhaust. Many compounds have been investigated under the research program, and some found promising in sealing means to diminish frost deposition and adherence on grounded aircraft.

Many experiments have been conducted, too, on using wheat in production of synthetic rubber for aircraft and other wartime uses. A fermentation process has been developed for production of butylene glycol from wheat. Investigations have been initiated to obtain information as to production costs. A novel method has been developed for curing resins, and is used to show much promise of speeding output.

## Aircraft Contracts Total 39 Billion

WPA figures show industry got 25 percent of major war orders.

Placement of aircraft supply contracts cumulative through July, 1943, totaled \$39,436,709,000, which



FLYING JEEP TAKES OFF

The L-5, popularly called the Flying Jeep, built by the Stinson Division (Wayne, Mich.) of Consolidated Vultee Aircraft Corp., climbs almost vertically after a short run. This small, rugged and highly maneuverable craft, designed to be the "ace spitzer" of Army ground forces, can operate from soft pastures, highways or other improved landing fields. It is said to hover at speeds less than 48 miles an hour while directing artillery fire or observation of tanks or enemy defenses.

represented approximately 25 percent of all major war supply contracts placed through this date.

A War Production Board compilation showed California was far out in front in aircraft contract placements with \$7,609,906,000.

The aircraft category includes contracts for airframes, engine engines, propellers and other parts and certain related equipment such as parachutes and aircraft pistons. Armament, instruments and communication equipment are excluded.

**New York Second**—New York is second among the states with contracts amounting to \$1,281,747,000; Michigan third with \$1,084,832,000; and New Jersey fourth with \$2,322,131,000.

Other leading aircraft production states include Connecticut with \$2,571,375,000; Ohio \$2,302,756,000; and Kansas \$2,164,344,000.

States with contracts totaling more than a billion dollars are Indiana, \$1,874,832,000; Maryland, \$1,825,973,000; Illinois, \$1,443,120,000; Washington, \$1,251,216,000; and Texas, \$1,361,515,000.

## Aircraft Accessories Studies Auto Field

Plans post-war output of valves, equipment for other industries.

Aircraft Accessories Corp., Burbank, Calif., has started a research program for application of aircraft and engineering and construction practices, and materials to the auto-

mobile and other industries.

The company sees this as an important part in the reconstruction of production facilities to peacetime manufacture. In pursuing its program, involving manufacture of air and hydraulic valves and associated equipment for buses, trucks and trailers, the company is utilizing its experience as one of the largest producers of hydraulic brake control valves for aircraft and other aircraft hydraulic equipment.

**Uses Aircraft Features**—Aircraft Accessories regarded the best features of aircraft construction, such as light weight, maximum bulk, great strength and durability, maximum efficiency and dependability as being incorporated in plans for the new automotive brake equipment.

## AAF Streamlines Procurement Practice

New steps expedite changeover from one contract to another.

A new system is now being put into effect by the United States Air Force Materiel Command designed to speed procurement procedures.

Because changing battle conditions demand revised or even new equipment, manufacturers are constantly asked to discontinue one contract and substitute another, a situation which the new step proposes to change.

**Procedure Streamlined**—As a result of this latest changeover, the Procurement Division of the Materiel Command, following a conference at Wright Field of District Procurement representatives, has initiated a streamlined procedure by which contractors, upon winning a new contract, will start immediately upon another.

This, obviously, requires fast action by those responsible for setting the pace, since long drawn-out negotiations and over-meticulous examination of each item of each claim could easily turn war production into a battle of lawyers and accountants.

It is natural for a contractor to adopt what may be, perhaps, an over-cautious attitude when one contract is terminated and another substituted and the new system will endeavor to expedite a fast and quick settlement without red tape.

**Alternative**—The alternative is a contractor with his capital frozen, his plant tied up with semi-processed items and unused inventories, and his attention diverted by extensive settlement negotiations.

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# Free Enterprise

## WE MUST ACT TO PRESERVE IT!

57

LIKE a leaf floating downstream, we are being carried along toward a new and uncharted economy. What this new economy will be like will depend, to no small extent, upon what industry does or fails to do during the coming months. Time is short, in fact, we are suddenly finding ourselves standing on the threshold of a peace economy with our war boots still on our feet.

While bending every effort to win the war, we cannot afford to be caught unprepared for the peace. As Prime Minister Churchill said at Harvard, we are "bound, so far as life and strength allow and without prejudice to our deterring military task, to look ahead to those days which will early come, when we shall have finally beaten down Satan under our feet and find ourselves with other great Allies at once the masters and the servants of the future." Unless we do look ahead, there is danger that we may become neither the masters nor the servants, but merely the victims, of the future.

The war has quickened our ailing economy and opened our eyes again to the possibilities of peacetime plenty. But it has also brought great dislocation of labor and capital, it has led to abnormal patterns of prices and income distribution, and it has created inflationary pressures with enormous potential powers to injure or to help us in the transition from war to peace.

The pattern of life in postwar America will be just what we make it. All of us will have a hand in shaping that pattern, but business men will have a special responsibility in the reconstruction. As employers of labor and capital and as entrepreneurs assuming the risks of new ventures, they will have to plan and carry out the conversion from war work to full peacetime production. Because of their key role, business men have a special opportunity to discover, and to help others to understand, the conditions which are necessary if they are to do their job satisfactorily.

This is a narrow view of postwar problems but it is a central view, because no one condition is more vital to the health of the world than a high level of production and employment in the United States. We cannot hope to lead the world out of economic chaos if we fail to put our own house in order. If we fail to adjust our domestic economy, we may destroy Adolf Hitler, but we will not destroy the germ that breeds "Hitler." If we do not maintain the production necessary for supporting a large volume of imports and exports, then the plans for international monetary stabilization, for good relations with our neighbors, for rehabilitation of stricken countries, and for strengthening the democratic bulwarks against dictatorship are all likely to come to grief. We must demonstrate our capacity for world leadership, or be content to follow the leadership of others.

The prospects for achieving a sound and vigorous economy in the United States are not so good as to warrant complacency on the part of men generally interested in free enterprise and the political freedom incident to it. We have yet to find ways to strike our vast and abundant resources for the good of all. We have yet to learn how to keep men from the terrible experience of unemployment and the fear of want which makes them willing to sacrifice freedom and opportunity for almost any promise of security. We have yet to reconcile the conflicting interests of labor, agriculture, and business so that they can work to gether effectively. We have yet to learn how to check the fever of inflation and cure the policy of depression.

When we were attacked at Pearl Harbor, we realized our physical pool immediately and united in a tremendous common effort against the enemy. The onset of economic perils is less obvious. No bombs will signal the deterioration of the private enterprise system, the extension of regimentation, the further control of busi-

ness by government, and the concentration of political power in less and less responsible hands. If these things should befall us, they will come unbidden while we are preoccupied with self interests and oriented by popular misconceptions. If the freedom of the individual shrivel as the state grows in power, it will be because the individual is too inefficient or complacent to concern himself seriously with economic problems. If our people are misled by false prophets and demagogues, it will be because business men did not understand economics, because scholars were too ignorant of practical affairs, and because we failed to produce economic statements of sufficient stature for the task in hand.

Thinking is hard work. Thinking about things outside our personal experience, about economic processes that are broader and in some fundamental respects different from buying and selling or running a business—is strenuous mental labor. Thinking straight about problems that are beyond our personal and immediate status and our pocketbooks, thinking about problems that involve nation-wide production, nation-wide employment and nation-wide buying power—in other words the operations of our entire economic system—involves real self-discipline. Yet there is no other way to safeguard our freedom. We cannot rely on trial and error, tinkering takes too long, social experiments which turn out wrong can be undone only at great cost—if at all. If we proceed blindly, we shall founder into an economic and political morass from which we cannot escape.

We floundered badly all through the Thirties, until the war lifted us temporarily to higher ground. When the war boom is over, we shall be back floundering worse than ever unless we find a solid road along which to proceed.

America has grown rich and strong under a system of political and economic freedom. Opportunity and the success of self-reliance have brought forth great accomplishments. The hope of profit and the spur of competition have urged men on to find new and better products, new and better methods, and to risk their savings in pioneer investment. Now, as a country advanced so high a standard of living and afforded so large an opportunity for the individual man and woman, it is not surprising that some distinguished business leaders, looking back over their own experience, tell us that everything will be all right if only there is "no government to hamper."

I with the solution very as simple as that. However this is only part of the answer. It is becoming in-

creasingly clear that industrial capitalism as we know it contains within itself certain fundamental weaknesses which can lead to its destruction if they are not counteracted. No democracy can survive when twenty to thirty per cent of its workers cannot get jobs. That happened here in the Thirties. For years on end, despite fumbling efforts at recovery out of every five workers we denied a chance to earn a living in private business. We shall never again have such mass unemployment as occurred in the bottom of the Depression, because the government will take it upon itself to create jobs if business cannot offer them. Whereas that happens, however, the area of private enterprise will be reduced and that of government will be expanded—and the concentration of political power will be increased. This is the challenge we business men face today, and ours is the first opportunity at finding the solution.

The crux of our economic problem is unemployment. Unless there are jobs for ninety to ninety-five per cent of those who are able and willing to work, there will be widespread fear and lack of opportunity, which will drive labor unions, agricultural groups, and business interests to take self-protective measures. Such measures are certain to restrict production, stifle progress, and impede our democratic way of life. Not all our problems will automatically be solved if we learn how to avoid mass unemployment, but they will at least then have a good chance of solution.

And so American businessmen face a great responsibility! We will have to find the answer to a great many momentous questions. We will have to solve our problems that cannot be solved by precedent.

Looking backward to these times, future historians are likely to say that here we Americans stood at the crossroads and, consciously or not, made our choice between a system of private enterprise and personal freedom and a system of collectivism and regimentation.

It is particularly appropriate, therefore, as the problems of our time take shape and as events rearrange their order and importance, to appraise the steps we are taking and point the way we are going. It is my plan to present such analyses from time to time to the one-third of our nation readers of McGraw-Hill publications.



President, McGraw-Hill Publishing Company, Inc.

## \$1,400,000 U. S. Tools Bring \$76,500 as Scrap

Plane machinery obsolete by design changes, AAF officer explains.

This is the story of the sale of \$1,400,000 worth of government-owned machine tools for scrap at \$76,500.

There was a news story out of Detroit the other day that the tools had been sold by the Army Air Forces Materiel Command, central procurement district, an order from WPA and Washington.

These tools were a part of a \$38,300,000 tool order and the government is said to have found substitute uses for the rest of the order. Lt. Robert Lachry, who handled the sale, was quoted as saying that some of the articles sold were standard tools that could be resold immediately at much higher prices. He contended that about 40 percent of the 110 tons of machine tools involved could be reclaimed after minor adjustments.



FIRST VIEW OF NEW CARGO TRANSPORT:

Armstrong's drawing of new all-purpose cargo transport plane, "prewarmed" in the News Sept. 8, and which Fairchild engineers say was engineered specifically to meet present needs for carrying guns, tanks, ammunition, supplies, troops or paratroops to distant points of

► **Made Obsolete by Changes**—A manufacturer who purchased some of the "scrap" to fill, he said, government orders, commented that "many of the tools the Army sold at such ridiculously low prices are the very kind that we are making for the government now."

Out at Wright Field, Materiel Command Headquarters, Col. Turner A. Bennett, Jr., technical executive, speaking in the absence of Maj. Gen. Charles E. Brannan, said that "a large part of the tools were specialized cutting tools attended for use on an aircraft engine which the Studebaker company was going to build. Design changes on the engine about 20 months ago made them obsolete."

Col. Bennett said the tools which were scrapped were part of a \$38,300,000 tool order and we managed to find alternative uses for all except these."

► **Used Critical Materials**—He said their records showed that 32 percent of the tools sold were used, about 20 percent refurbished and the rest

new and that they had been occupying valuable warehouse space for months.

"We couldn't find anybody who would take them," he added. "Many of these were made of critical materials, and could be converted into useful tools if they were scrapped. So, we junked them."

He added that the sale was made under instructions from the retooling and advance officer at AAF Headquarters, Washington, and co-ordinated with WPA's tool branch.

## Largest Radial Engine

18-cylinder Duplex Cyclone in volume production at Wright plant.

The largest and most powerful radial engine which can be reported under manufacture in the United States, the 2,394-hp Wright 18-cylinder Duplex Cyclone (R-3358), is ready for volume output at Wright's big Plant No. 2, plant.

► **Chicago Plant Ready**—In addition,

the great new Dodge factory near Chicago is reported ready to go into production on this engine within the next few weeks, with peak output expected late next year. The Dodge plant is said to be the world's largest, able to swallow up Ford's 16-story Willow Run, with room enough left for 30 full baseball diamonds.

Then new engine was first used in the Consolidated model 31 large cargo flying boat, then in the Douglas B-18, and in the Martin Mari and the Lockheed Constellation. After some adjustments, volume construction was started. Several types of large airplanes initiated in the 1943-44 program will use this power plant.

## Output Figures Show Bomber Trend

August total gained 3 percent, volume and standard weight rise 7 percent.

The trend toward heavier models in aircraft, especially bombers, was dramatized in WPA's most recent production report which showed that, while the increase in units of airplanes in August over July was only 3 percent, the value and airframe weight rose 7 percent.

Fighters as a group increased 5 percent. The average airframe weight of each plane dropped in August was 7,500 lb. to against 8,000 lb. a year ago and 3,000 lb. in August 1941.

By next August the WPA said the average weight per plane is scheduled to rise to 10,000 lb. The report said that not only was August's airplane gain the best since May, but production would have climbed even higher but for the inevitable design changes.

► **Delays Not So Vital**—It was regarded as significant that the report and our plane production has now reached a point where we can afford to take slight temporary losses in production in order to get a more effective model.

This is something of a departure from the time when the instructions were to get the planes out and get them out fast and in quantity, that being a dominating factor in production. However, since the combat efficiency of a plane can be determined only through actual fighting experience, design changes will always be necessary if we are to continue to refine and develop our warplanes to obtain ultimate in fighting efficiency.

Our production rate has now grown to the point where interruptions for design changes can be



## HINT OF GIANT PLANES

Tip off to long-range plans for the Materiel Command at Wright Field is the big State Test Laboratory, now under construction. It will be able to accommodate aircraft with wing spans up to 250 ft. and with gross loaded weight of 100 tons. The building, of poured concrete with steel truss members, will be 120 ft. high, equivalent to nearly ten stories if it will be completed next year. The largest aircraft ever built or designed in this country, the Douglas B-18, has a wing span of 212 ft., understood to be longer than the span even of the new super-bombers of the AAF.

made without seriously threatening the flow of planes to the fighting front. It is obvious that when the performance in battle indicates weakness in the design of an engine (and for example, or a control system, or reveals some flaw impairing maneuverability, it is far better to adjust the design and take a temporary loss in production than continue to produce planes with known defects.

► **Quality Improved**—While equipment shortages and a difficult manpower situation, especially on the West Coast, continued to hamper production, we have shown a trend of permanent improvement to the fighting forces—improved quality.

Production of combat models which have been scored highest preference ratings based on experience, almost doubled in volume in the past five months. These are the models which actual battle experience has demonstrated to be the types most sorely needed now by the Army and Navy.

► **August Sets Record**—During August, output of top preference models increased 4,500,000 lb., the largest monthly increase yet recorded. Moreover, production of each of the top preference models, including all

types of heavy bombers, increased during the month.

The WPA report said the "steep increase in airplane production this year has been accelerated in part by the efforts of the Army, Navy and War Production Board in cooperation with the airplane manufacturers and labor unions."

These agencies strive continuously to increase the flow of resources in the airplane industry and to increase the efficiency of their use," the report added. "It should also be pointed out that during the past eight months there has been a 50 percent increase in labor productivity in the airplane industry."

While production gains have been sharp, it should not be overlooked that demand has increased even more as the result of the opening of new combat areas and the intensification of surface warfare by the Allied Air Forces.

## Convair Discontinues Modification Center

Fort Worth plant said to devote all attention to bomber output.

Consolidated Valves' Fort Worth Division, operators for a year of the nation's largest modification center for B-24 Liberator bombers, has announced discontinuance of the center in order to accelerate further its bomber and transport schedule.

George J. Newman, division manager, said Liberators produced at the Fort Worth plant would henceforth take on their camouflage and other "fighting extras" at Convair modification centers at Louisville, Ky., and Tucson, Ariz. The Tucson plant has been modifying San Diego Liberator production for some time, while the B-24 program at Louisville is just getting under way.

► **Exceeds High Schedule**—"For the year, during which we have made almost 1,000 Liberators, the Fort Worth plant has met or exceeded its modification schedule each month," Newman said. "However, due to an acceleration in our production schedule, we must curtail that recent stay quiet, we must discontinue modification work in order to devote our full attention to expanded production."

The Fort Worth plant has met or exceeded its production schedule each month for the past twelve and the discontinuance of the modification center work is seen as another step in the production program, which is emphasizing output of big bombers.

## PERSONNEL

Glenn K. New has been named system plant superintendent in charge of maintenance at all buildings, hangars, grounds and equipment at Northwest Airlines station from Chicago to Seattle.

**J. J. Shoshine**, former administrative engineer of the Propeller Division of Curtiss-Wright Corp., Cincinnati, N. J. has been named assistant to R. Edwin Meyers, manager of military programs for the division. Shoshine joined Curtiss-Wright in 1936 at Buffalo and was transferred to the New Jersey propeller plant, where he held posts as assistant project engineer and project engineer. His new work will include coordinating Curtiss electric propeller design meeting corporate manufacturers' schedule.

**Frank A. Rodolph** has been appointed eastern sales manager of Aircraft Accessories Corp., in charge of sales in Dayton and Washington. Rodolph has been an eastern regional manager. He has been in charge of the New York office and will maintain headquarters there. Before joining Aircraft Accessories Rodolph was with General Electric radio, television and electronic division.

**Adrian T. van Nieuwen** has been appointed special field representative to the aircraft industry for The Aero Metal Sales Co., which he joined in November, 1943. Previously he was with Wolf's Head Oil Refining Co., as marketing head of the New York division and in charge of research and development for the aircraft industry. During the World War, van Nieuwen was stationed at Wilbur Wright Field.

A heavy diesel was driven by **Donald C. Donohoe** (right), Continental Air Lines' executive vice-president, to Los Angeles, when he completed his last



**J. J. Shoshine**, former administrative engineer of the Propeller Division of Curtiss-Wright Corp., Cincinnati, N. J. has been named assistant to R. Edwin Meyers, manager of military programs for the division.

run for the airline for the duration. Since joining CAL in 1934, he has flown 10,719 hours and 14 minutes. Hart has completed a commission as major in the AAF.

**John Adams**, former New York Commission of Motor Vehicles, has been appointed director of purchases for H. W. Sulzberger, Inc., Long Island City, producers of automotive aircraft equipment, according to **Alvin E. Ullmann**, president.

Mr. Adams was formerly associated with the automotive industry. Prior to his activities in the Bureau of Motor Vehicles, Adams was production, publishing, advertising and business counsel to *Clear Journal Co.* Subsequently, he was general manager of the R.T.V. Co., ball bearing exporters, and three years with *Martin V. Kelly*, advertising agency.

**James A. Fite**, connected with *Reynolds Copper Co.* for the past 30 years, has been named advertising director and will make his headquarters in Brooklyn. In connection with the company's extensive overseas activities, Fite was supervisor of the Navy syndicate test team for the Russian government in Leningrad in 1939.

**United Air Lines** has named three new air cargo department area managers, according to **G. P. Grubbs**, department director. **Bernice C. Kesteloot** (left), formerly with *Pennsylvania* and *Babcock & Wilcox* Metal, Inc.



and **C. R. Daniels, Inc.**, all in Milwaukee, has become area manager in Philadelphia. **Glen W. Lewis** (center), formerly with *Continental* and *Robert Corp.* in Dubuque, Iowa, has become United's area manager for northern Chicago to supplement the work being done by **M. V. Swenson**. **Ulfredo** is area manager for southern Chicago. **George H. Swenson** (right), formerly with United's air cargo department in Portland and once in that with the *National Cold Storage Co.* there, has been appointed Oakland area manager to take over the duties in that city handled by **Fred J. Dawson**, San Francisco air cargo manager.

**Earl C. W. Welton**, chief pilot of *Pennsylvania-Central Airlines'* western region, was assigned to the new technical department in recognition of ten years with the company. He first joined PCA in Washington and was shortly transferred to Detroit.

He will work on an automobile moving driver.

**Charles J. Madole** (left), has been appointed for duty in the Lighter-than-Air Section.

**Earl H. Wark** (right) has been appointed for duty in the Air Technical Analysis Division.

**Edward G. Clark**, Jr. of the Navy Dept., an expert on aircraft from Illinois Department of Aeronautics, has been transferred from the Dodge Chicago plant to the Bureau of Yards & Docks at Joliet, Ill.

**William L. Schneider**, production assistant to vice-president **R. G. Kahan**, has been named general duty manager of *Kellogg Aircraft Corp.* He will continue also in his Sales capacity and will be responsible for production, overseas activities, the new supervisory of the Navy syndicate test team for the Russian government in Leningrad in 1939.

**United Air Lines** has named three new air cargo department area managers, according to **G. P. Grubbs**, department director. **Bernice C. Kesteloot** (left), formerly with *Pennsylvania* and *Babcock & Wilcox* Metal, Inc.

**Major Neilson F. Robertson**, Army Air Force contracting officer with *Vega*, has gone to Lockheed in the same capacity. Robertson was transferred from a company, was closely associated with aviation from 1920 until 1933, during part of which he was a technical advisor. He is a lawyer and joined the Army three days before Pearl Harbor.



The responsibilities of **Conrad Frank A. Lema's** position as chief of the Aviation Section, Office of Operations, U. S. Coast Guard headquarters, have been assumed temporarily by **M. V. Swenson**, recently, especially since anti-submarine patrols resume. The sea rescue work formerly done by

**Coast Guard aviators**. Last summer the Navy announced the first patrol bomber squadron entirely manned by U. S. Coast Guard aviators personnel was in operation. **Conrad Frank A. Lema**, an active pilot and co-pilot of *Vietnam R. R. Warden's* plane, is credited with doing most of the development in the new technical patrol work. He received his flying training at the Naval Air Station Training School in Hampton, Va., and at the Naval Air Station in Pensacola, Fla. Among his decorations is the Distinguished Flying Cross.

**Charles J. Hodge** is now assistant director of industrial relations at Republic Aviation's Indiana division.

**Emmelle H. He** has recently been promoted to general manager at Republic's Indiana division. He was formerly regional director of the civilian personnel division in the office of the Secretary of War, and before that assistant personnel director for United Air Lines.

**Joseph W. Frazar**, president and general manager of *Willys-Overland*, Maytag, has announced his resignation, effective Sept. 30. During his management Willys developed the jeep and expanded its reputation for the production of aircraft engines, automobiles, airplanes, trucks, artillery shells, gas parts, etc. Before joining Willys Frazar was president and general sales manager of Chrysler Corp. and with General Motors and other automotive companies in executive capacities.

**Henry Heston**, for many years a labor relations executive with *Henry J. Kaiser's* enterprises, has been appointed vice-president in charge of labor and industrial relations of *Boeing Aircraft Corp.*

**Harry C. Kessler** (left) and **John DeLoe** of the *Albion Division, General Motors Corp.*, received the 1943 *Moody Memorial Award* from the Society of Automotive Engineers, recognizing the cooperation of a technical paper on Corrosion of Ground and Airside Performance of Oil Systems, of



which they were co-authors. The medal first was awarded since 1938 was conferred at the SAE National Aircraft Production Meeting in Los Angeles last week.

**B. A. Markis** for the past eight years assistant district traffic manager in

New York for United Air Lines, has been appointed district traffic manager of *Columbia Airlines* in the New York City. Previously he was in the traffic department of the New York Central Railroad. He is co-author of a book on air transportation.



**MORE THAN A CENTURY OF EXPERIENCE:** These men, supervisory personnel of the Civil Aeronautics Administration South Region office at Santa Monica, Calif., total their experience at 118 years. Left to right, they are: (standing) **James E. Road**, superintendent of safety regulations, 26 years; **Art Johnson**, superintendent of airports, 22; **A. Harold Bromley**, superintendent of air traffic, 23; **George Heston**, administrative officer, 16; (seated) **H. W. F. "Bob" Skellett**, superintendent of airports, 14; and **H. Arthur Rock**, regional manager, 15.

tion recently published by *Fisk & Wigsall*.

**Glen Brown** has been named assistant to assistant Lawrence Ottobene of the U. S. Plywood Corp. An expert on forest woods, their material and plywood, Brown was formerly vice-president and manager of the plywood division of *Smith Wood Products*, general sales manager of the *N. M. Woodworking Co.* and with the *Long-Bell Lumber Co.* his headquarters will be in New York.

**N. F. Vandenberg**, for the past two years assistant in the manufacture of *Curtis* (A-12-C-1)

*Pratt & Whitney* division, Curtiss bombers in Canada under contracts held by *Pratt & Whitney* Ltd. of Quebec has been named factory manager of the *Columbian*, Ohio, plant of *Curtis - Wright*.

**Carly Vandenberg**, a veteran production expert, was employed by *The Standard Aircraft Co.* in World War I as designer, building the 2-1 trainer. He has since worked with *Western Aircraft Co.*, *Fokker Aircraft Corp.*, *Boeing Aircraft Corp.* and from 1933 to 1938, he was with *Wright Aeronautical Corp.*, as an engineer. He succeeded **C. W. Hoover** (see on special assignment for the U. S. Army Air Force).



**MORE THAN A CENTURY OF EXPERIENCE:** These men, supervisory personnel of the Civil Aeronautics Administration South Region office at Santa Monica, Calif., total their experience at 118 years. Left to right, they are: (standing) **James E. Road**, superintendent of safety regulations, 26 years; **Art Johnson**, superintendent of airports, 22; **A. Harold Bromley**, superintendent of air traffic, 23; **George Heston**, administrative officer, 16; (seated) **H. W. F. "Bob" Skellett**, superintendent of airports, 14; and **H. Arthur Rock**, regional manager, 15.

**Jury of Advertising Men in INDUSTRIAL MARKETING  
Competition for Editorial Achievement votes:**

# Triple Recognition of

**THE JURY:**



"For an outstanding article published during the twelve months ending July 31, 1943 in the Sixth Annual Competition conducted by INDUSTRIAL MARKETING."

"Defiant Analysis of the Bell Aircrafts from Cannon to 'Ted' in the May, 1943 issue of *Aviation* was one of the most comprehensive articles ever published in a single issue of a trade publication. Editors of *Aviation* devoted months of intensive study and work in collaboration with Bell Aircraft engineers in the preparation of this veritable aircraft engineers' handbook. The thirty-page story contained 79 illustrations, including 46 three-dimensional perspective drawings tracing each of the principal sub-assemblies of the P-39 in detail. 25,000 requested reprints were distributed and *Aviation's* editorial office was swamped with letters of appreciation from aircraft engineers."

# AVIATION'S Editorial Leadership



"For a single issue of special purpose published during the twelve months ending July 31, 1943 in the Sixth Annual Competition conducted by INDUSTRIAL MARKETING."

The Tenth Annual Yearbook Number of *Aviation* met a greatly increased need for basic aeronautical working information. Within its covers was published a comprehensive exhibit of U.S. and foreign aircraft and engines with specifications—discussions of key personnel of aircraft, glider, and engine manufacturers, U.S. aviation schools and a list of some 2500 suppliers in the industry—plus an important and valuable section on aircraft recognition. The important nature of the information in this issue was fully reviewed and approved for publication by U.S. military authorities.



"For improvement in format and appearance made during the twelve months ending July 31, 1943 in the Sixth Annual Competition conducted by INDUSTRIAL MARKETING."

The year's improvements in appearance and format suggested by Industrial Marketing judges, were but part of a long range program of improvement in the presentation of *Aviation's* subject matter to its readers. Clarity and simplification for speed of reading became especially important in a magazine which has the executive readership of *Aviation*. To serve busy aeronautical executives, *Aviation's* editors and designers constantly strive to simplify and improve the visual presentation of its important working information. To readers and advertisers alike, this achieves definite advantage in the use and value of the magazine.



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CRITICAL JUDGES of magazine editorial value are the scores men pictured above . . . the Jury in *Industrial Marketing's* Sixth Annual Competition for Editorial Achievement open to all business papers of U. S. and Canada.

Editorial substance is of paramount consideration in their daily work—but in the last analysis, it is the prime yardstick of the value of a magazine to its readers, and thus of course to its advertisers.

It is significant that with 292 entries competing for 19 awards, *Aviation* was selected for three separate Awards of Merit. (In the history of this competition only once before has a single magazine won three awards in the same year.) It is also significant that *Aviation* was the only aeronautical publication cited.

To present this kind of editorial material, *Aviation's* editors traveled in the last 12 months over 125,000 miles to aerospace stations, go to their sources and dig them out. *Aviation* spares neither time, nor man, nor money to keep its editors in the places and on the projects where aeronautical progress is being made. To implement this editorial policy, *Aviation* maintains the largest full-time editorial staff of aeronautical specialists in the field—scientists and social officers in seven key cities from Los Angeles to Long Island, with editors and correspondents located in strategic centers throughout the world.

As a result of this month-in-and-month-out high editorial standard and its value to *Aviation's* influential buying readers, advertisers invest more dollars in *Aviation* than in any other aeronautical magazine.

## Airlines Facing Uncertainties Before Big Expansion Era Opens

Investor's income returns will be smaller, government contracts slided. U.S. policies on routes and rates are big questions.

By BLAINE STUBBLEFIELD

Though air transport enjoys the prospect of great expansion, extensive employment and important service, it never before has faced such uncertainty and so many hard knots to untie.

Returns to investors will be smaller than they have been. Some important military transport contracts have been negotiated downward and the lower rates were made retroactive to Jan. 1 last. Adjustments on this account are besting to show up in monthly revenue statements.

**Four Big Cuts.**—Reversion of military contract routes is the fourth cut into airline receipts this year. First was the 3 rail point-mile rate applied to perhaps 90 percent of the system last December and January. Next came the approximately 8 percent cut in passenger rates in response to the Civil Aeronautics Board's call for a 10 percent reduction. Simultaneously came the 11 percent slide into air express revenues.

These rock huge wedges out of the airlines' pie. Top assessment is normal and surfaces is 40 percent but even greater losses come on top of that (that) net profit from all operations exceeds air mail revenue, there is no excess profit.

**Staking Claims.**—The big cloud on the air investor's horizon is the outstanding era of expansion which will call for more years of plowing reverse back in. Established operators resist sensible for every possible machine and personnel in sight, whether they want to or not, to keep the other fellow from staking out everything, and to meet the public expectation of all that overnight with parcels and rates to every corner.

The overseas and foreign pattern is pretty much the same thing, farther removed, and on a bigger scale, complicated by international politics instead of our own home-road stuff.

**Big Investments Ahead.**—All of this will cost money for a long time to come. The amount depends upon (1) how much the government will furnish in the form of rates, and (2) to what extent Washington will restrain the ship, rail, and bus line people who are intervening for a cut-in or for protection against the newer, faster, and just-possibly cheaper medium.

There is no doubt that the government, under pressure if for no other reason, will try to equalize all four forms of transportation. Just as certainly, the government will not view the airlines as an investor's opportunity for large profits. There is no reason to think, however, that airlines will not get at least as much liberty to earn as the maritime and interstate commerce agencies have allowed in the past.



PAN AMERICAN CARRIES SOLDIER LETTERS:

An estimated 112,000 letters for fighting men across the ocean are contained in this 3,500-pound mail cargo about to be loaded on a transatlantic Pan American Airways Clipper at Lockwood Field, New York City.

**Lines Aid War Effort.**—Management is looking for big dividends on once to see what's coming in the airlines. The war brought some good lessons in aerial utilization brought good enough earnings so far, brought an opportunity for the domestic system to go abroad, and a chance to be the nucleus of military air transport and of military air navigation. That nucleus was a sock in the enemy's chin, only partly appreciated by the country as far.

Most disconcerting is the long wait for a revised civil air law at home, for establishment of a foreign policy on overseas operations, and for the return of those borrowed airplanes—something better. All three should come along this winter or sooner.

**Yard Hard Knocks.**—There is no industry better qualified to endure uncertainty and waiting. It pulled out its permanent right night into the quick-change regulations of the late 1920's, took on the air mail contract cancellation, staggered up from the next time it was out of its equilibrium, crashing days immediately came a long story and ending finally in the civil aeronautics law of 1938, then the war, and now whatever you see in your crystal ball.

**Watch Hemisphere Applications.**—If aviation is taking a big part in making the future, you can also read the signs of the times in aviation. The other day CAB talked the "sea-board" consolidation of airline ap-

pliances, because it included one (Colonel for a law in Nassau, Bahamas) which was going to come under the brand of "foreign" business. CAB is not sitting on any transoceanic cases but, with the

President's approval, the board invited applications for routes to the Caribbean, Mexico and South America. This means that Western Hemisphere aviation is not regarded as subject to outside negotiations.

## Approval of United's Purchase Of Mexican Line Sets Precedent

Board's opinion, first to permit U. S. carrier to acquire foreign operator, opens up new possibilities for international expansion.

By MERLIN MICKEL

Approved by the Civil Aeronautics Board of United Air Lines' acquisition of control of Lamas de Mexico may open the door to separate foreign operations by domestic companies.

The opinion by the board last week marked the first time it has approved acquisition of a foreign company by a domestic operator—the first time it has been called upon to decide this exact question. The action suggested the interesting possibility that some lines, ambitious for overseas international routes, if they are unsuccessful in reaching these objectives, may turn to control in foreign fields as an alternative.

**Officials Agree.**—Even an official review it was admitted that the decision no doubt will cause other domestic operators, whatever their immediate plans, to cast a speculative eye over the foreign picture.

United applied for approval of purchase of 2,750 of the 5,000 shares of capital stock of Lamas Aereas Mexicanas, S. A. (Lamas) of Mexico, for \$140,750 from Gordon B. Berry, a native Californian, who organized Lamas in 1934 and has been its chief executive officer.

**Price Reduced.**—The original purchase price was \$150,000, but was reduced because of "certain adjustments."

United, which does not go into Mexico, has stated that it would invest about \$1,000,000 for Lamas' development if its application was granted. The money was earmarked for more modern equipment, improved airports, meteorological service and radio facilities. Another \$1,000,000 would be spent to acquire properties, airports, radio lamps and other new equipment, although there was no immediate need or plan for these additional expenditures.

**Max Seek Link.**—W. A. Patterson, United's president, said during hear-

ings that in the future United might apply for a route connecting its domestic operations with those of Lamas, probably at Nogales, but that this was not a consideration in the transaction.

Lamas carries persons, property and mail on Mexico City-Queretaro, Juarez, Mazatlan-Tucson, and Mazatlan-Tijuana routes, and persons and property on a Culiacan-Mazatlan route, a total of 1,675 route miles, giving direct air service to twelve cities.

**Jurisdiction Ruled.**—The board decided that United is an air carrier within the meaning of the Civil Aeronautics Act, while Lamas, being a corporation organized under the laws of Mexico, is not a citizen of the United States and therefore not an air carrier under terms of the act. Therefore CAB decided it had jurisdiction. It also found that the proposed purchase by United of 10 percent of Lamas's stock was prohibited by the act unless approved by the board.

United's control of Lamas, the CAB decided, will not be inconsistent with the public interest, provided certain terms in the order be complied with. These were that the approval will come to be effective if Lamas extends operations beyond the borders of Mexico, unless with board consent, and that United submit semi-annual financial and operations reports on the Mexican line in prescribed form.

**Comment on Price.**—The board also found that the purchase price, of which \$32,000 was for physical assets, Lamas operates Lockheed Vega single-engine planes and 111 seats on Lamas's Douglas and good will, was "not disproportionate."

None of United's flying equipment, the record showed, will be transferred to Lamas, at least in the immediate future. Lamas's secretary officials will be the only personnel who



RADIO CONTROL BUOY:

Civil Aeronautics Administration engineers have developed a new radio control for lights on shore buoys and yellow buoys. Used to mark approaches leading "lanes" to a shore attendant, with a flick of a switch, can turn on the offshore light that grade a marine pilot in the landing channel. Installation of the new control equipment just started.

may be made available and "presumably (they) could be recalled to the United States on short notice."

## L. A. Airport Plan

Commission proposes expansion to keep abreast of civic needs.

Reaction of Los Angeles civic leaders to plans for a five-phase expansion of Los Angeles airport to 1,897 acres with eight major runways and 20 hangars was swift. Sept. 28 by the Los Angeles Airport Commission.

The city's airport today is a 640-acre field with the longest runway, 3,100 ft. Constructing major airways are viable to move in, because of lack of facilities.

Woodruff DelValle, airport director, and M. Torrey Tucker, engineer, are present of the five-step plan as one that will speed the rate of total development over the extended period of post-war growth.

No price tags were pinned on the expansion maps, but the civic leaders were told they must "think big" to have their city on the route map of global aviation. New York's LaGuardia and Idlewild fields will represent a total airport investment of \$22,000,000, expansion advocates pointed out, while Detroit plans to spend \$10,000,000, Chicago \$30,000,000, and Kansas City \$5,000,000 and San Francisco \$22,000,000 each.

## All American Lines

### Short-Haul Profits

Country's only pickup operator nets \$27,669 for year.

The country's only air pickup operator, All American Airlines, Inc., having a net profit of \$27,669 for the year ended June 30, finds its financial position "materially improved" and is looking ahead to re-assessment of its pre-war position in the development of short-haul service.

Profit in the 1942 fiscal year compared with \$22,467 net loss in the previous 12 months.

The company's financial report was issued about the same time the Civil Aeronautics Board began its investigation of local, feeder and pickup services.

**New Areas Studied**—Bailey E. Bailey, president, said the success of All American's operations had shown the need for expanded service. Plans for development of such service in new areas and possible use of new types of aircraft, such as helicopters, gliders and other new equipment are being considered, Bailey added.

The company reported that its Manufacturing Division committed an equipment for military use, but "redesigned internal" in pickup equipment and other special aviation products indicated a "worthwhile post-war market" for company products. All American, which serves in fact the nation's individual airline pilots, planned on assisting the CAB in the latter's investigation "because of our practical experience in the field."

**Operating Rate High**—Bailey said traffic had increased, and a "very high operating percentage" was maintained without injury to per-



### NEW TIME CHANGER:

American Airlines' Lumber Head has devised what the company terms a revolutionary device that reduces the task of changing the 24-hr. time on transport planes from a job performed by six men working three 8-hr. shifts to a system enabling two men to change both the time zone and time.

sonnel or serious damage to cargo or equipment. The company's commercial air transport division completed \$43,627 revenue miles or 90.8 percent of its scheduled mileage during the fiscal year, made \$4,840 package and deliveries and carried 343,369 pounds of mail and 129,109 pounds of air express, compared with \$21,220 and 93,426, respectively, the previous year.

On June 30, the report stated, All American had an unexpired surplus balance of \$11,489. The company has obtained \$652,450 in additional

capital since that time through sale of 36,313 shares of preferred stock. **Files for New Routes**—It has filed applications to add 1,342 miles to its present route mileage of 1,393, and notice of intention to apply for a route in the New England-Middle Atlantic area covering about 3,553 miles.

Bailey reported the company serves 111 communities in Pennsylvania, Ohio, West Virginia, Kentucky, New York and Delaware, representing a third of the nation's airline pilots. CAB records show 364 individual airline pilots, and 91 of these served by All American. Some of them, however, also provide service for nearby cities.

## Douglas Backs Airlines On Free Competition

Wife Solomon in support of policy for reasonable regulation.

Douglas M. Douglas, president of Douglas Aircraft Co. and world's largest transport manufacturer, has come out in favor of the declaration of policy by 16 domestic airlines advocating free competition in post-war international aviation.

**Proves Regulation**—In a telegram to S. J. Solomon, chairman of the Airlines Committee on United States Air Policy, Douglas expressed the belief that "the basic policy underlying free competition under reasonable governmental regulation will be necessary to insure the development of a sound and efficient post-



### JOIN WAR BOND DRIVE:

American Airlines' people are helping advance the need for War Bond purchases with a slogan provided on the tail of each ship. Will this become aerial billboards after the war?

war flying airline system.

"I pledge my active support," he told Solomon, "to the over-all effort now being put forth by our American airlines to internationalize air-line operation through the American principle of competition."

## CAB Studies Signs On Airliner Exits

Amplify door on transports may be marked by new lights.

Chicago and Southern Air Lines announced that it will mark auxiliary exits on its planes more conspicuously, with illuminated signs, and make further effort to let passengers know to use them in event of emergency.

**Flashes**—Electric signs will flash over the doors at each takeoff and landing, and during rough weather. Flight crew in rest pockets will observe the signals. **New Idea**—The airline said, at the suggestion of a recent editorial in a Memphis newspaper, pointing out that passengers are not aware of the auxiliary exits and are unfamiliar with their operation.

**Emphasis on Exits**—The fact is that this matter has been under study for some time in official quarters, and there is a strong possibility that safety regulations may be promulgated by the Civil Aeronautics Board to draw more attention to the safety exits.

**Rules Precluded**—Regulations now require that 16 exits, five to 15 per airplane in a plane there be an emergency exit opposite the regular entrance door. Above 13, there must be such an exit for every additional seven passengers or fraction thereof, but to include four doors, including the main one. Because the pilot's compartment is separate from the passenger cabin, exit thereby is not considered, although the pilot has two exits to the plane.

**Markings**—That the usual Douglas passenger transport has three emergency exits in addition to the main door. These, however, are small—usually below a window—and are marked consistently by a small sign and an arrow or other device. There is no regulation as to marking, but suggestions recently have been made that larger signs might call attention to them, or they might be paired with a contrasting color.

Special lights are looked upon with disfavor by some, who say that failure of the plane's electrical sys-

tem, which might occur in a crash, obviously would put the lights out of service.

**Automatic Safety**—Most airline doors have a small catch at the bottom, and the suggestion has been made that this might be eliminated and a mechanism installed so a flick of a single latch would open them easily.

Those studying the problem feel that one of the most effective measures that can be taken to education the public, either by pamphlet as Chicago and Southern propose, or by instruction on the plane.

## PAA Owns 20% Stock Of Guatemala Line

CAB rules U.S. company does not control Latin American Route.

Civil Aeronautics Board has accepted its own "rule" regarding ownership of the Pan American Airways does not control Aerovias de Guatemala, S. A.

The board found that changes in relationship between the two have "actively threatened" "serious and integrated operation" of "integrated transport operation employing aircraft," he said, would be a "progressive development." Mission, which has been expected for some

**Holdings Reduced**—An earlier report in April, 1942, recommended the board find that Pan American had acquired control of the Guatemala line, and that the acquisition be approved. Pan American, taking exception, then asked that the record be reopened with respect to sale of 100 of Pan American's 260 shares of Aerovias' authorized stock to Alfred E. Dealey, president, manager and director and owner of 300 shares (43 percent) of Aerovias' stock. This left Pan American owning 26 percent of Aerovias' authorized stock.

Further hearing was held, and Reilly's supplemental report concluded that "the mere ownership of 26 percent" of the stock does not enable Pan American to control Aerovias. The board so found, and dismissed Pan American's application for approval of acquisition of control, if it be found to exist. The opinion stated that Pan American had controlled Aerovias, however, from formation of the latter in August, 1940, until approximately April, 1942.

Another similar case awaits board action. Reilly has recommended

that the board find Pan American has acquired control of Aerovias de Mexico, S. A., and hold public hearings to determine whether the acquisition satisfies requirements of the Civil Aeronautics Act.

## Matson Navigation Co. Asks Pacific Air Routes

Files application with CAB for West Coast-Hawaii route.

Matson Navigation Co. announces it is filing application with the Civil Aeronautics Board for four air transport services over its steamship routes between Honolulu and Seattle, Portland, San Francisco and Los Angeles.

William P. Rath, president, described the proposal as a departure from the question of ownership or operation of "air components" by other modes of transportation, and said an limitation was suggested by Matson "on issuance of certificates to strictly air carriers or to other common carriers which the CAB might feel also to be in the public interest."

**Integrated Operation**—"Integrated transport operation employing aircraft," he said, would be a "progressive development." Mission, which has been expected for some

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## LARGEST MODIFICATION CENTER FOR B-75'S

Continental Air Lines will start operation of a 90-acre, \$3,000,000 hangar bomber modification center at Denver Oct. 1. Finishing under Army Air Force contract, the center is described by CAA as the largest in the country for B-75 Flying Fortresses. The hangars are 400 ft long and 400 wide. At capacity, the center is expected to employ 3,800 persons, 70 percent women. Construction started in May.

time to file such an application, was able to receive no government aid or subsidy in any form as a citizenship company and "it does not ask for subsidy in operation of air transport equipment."

Roth said many foreign steamship companies, among them General White Star, Black, P&O, and Orient Lines, had "no concern their intention" to use aircraft in international trade after the war, in conjunction with the steamship services, and "didn't want lag behind."

## Air Service Changes

Airline service changes reported to Civil Aeronautics Board include Braniff Airways' suspension of service to Fort Worth.

Probably effective until November or after, the suspension was necessitated by aspect construction work. American Airlines and Delta Air also serve Fort Worth.

► **Larks Express**—Eastern Air Lines resumed service on Route 5 between Houston and San Antonio, Oct. 1, after new facilities became available. Braniff's route 50 between these points remains suspended due to lack of equipment.

Oct. 1 also saw the opening of TWA's recently authorized service to Phoenix, Ariz., on Route 5.

## CAA Asks Mechanic Certificate Plan

Circulars request for recommendations to modernize system.

Civil Aeronautics Administration wants a modernized version of Section 24 of the Civil Air Regulations on certification of aircraft and engine mechanics, but first it desires comment from the aviation industry on a proposed draft prepared in

preparation for a post-war influx of mechanics.

The suggested revision by Fred M. Laster, Director of Safety Regulation for the CAA, was circulated late last year, but comment was solicited, and the agency is reworking its request for criticism.

Laster—Mechanics still carry the same kind of license they had in 1927 to repair the equipment flown in those days and the CAA feels that the time has come to change the basis for certification, without waiting until after the war. Pilot certificates have been revised as airplanes become more complex.

► **Experience**—Now, it is said, the complexity of aircraft is so great that it is impossible to certify a mechanic's competency through the whole range unless he has had many years of experience with various types. Furthermore, it is impossible to require such experience before a certificate can be granted to permit work on types on which he has adequate background. Design engineers and specialists deserve approval narrower fields in which to qualify, CAA says. Aircraft have increased in number and so has the variety of mechanic jobs.

Laster predicts there will come a time when CAA inspectors will find it physically impossible to check all major repair jobs, and the proposed change would decentralize the authority for such inspection to the plane repair.

► **Certificates**—"CAA feels," Laster says, "that with the expansion of the industry in the post-war period it cannot have, nor does it desire to have, the number of inspectors necessary to carry on the actual physical inspection of all repairs. Proper certification of mechanics as the categories in which they are especially skilled will result in a great savings in the cost of operation of aircraft, and obviate the delays often encountered heretofore owing to lack of government-employed inspectors or their unavailability."

The proposed breakdown on mechanics' certificates would put them in three categories—Aircraft Technicians, Aircraft Engine Technicians and Specialist Technicians—some with multiple ratings.

The CAA reports that a majority of the older mechanics will benefit by the extension of privileges and be given all ratings for which experience fits them.

"The CAA is not so much concerned," it was stated, "over the problem of rating these men as it is over the new mechanics who are certain to apply for certificates after the war. The future of war training will produce men well trained in a limited field, and the CAA believes this skill should be recognized."

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► **Two Phases**—The Denver ATC transition pilot training program has two phases. Students spend a month in ground and flight instruction, then, after another month as co-pilots and observers on ATC domestic, cargo routes for practical instruction in transport operation under IAL contract pilots.

Classrooms and Link trainer rooms in a downtown office building are augmented by flight training facilities at Denver municipal airport. Night ground school instruction in Link operators and 20 flight instructors are on the training staff.

► **Training for Mechanics**—Mechanic training is given at New York, Chicago, Denver, San Francisco and Seattle. All graduates of Army technical schools, the mechanics receive supervision by full-time company personnel, on the job, to equip them to become crew chiefs, flight engineers and line mechanics as ATC routes. The enrollment period is three months.

IAL, patterned in Denver center as an outgrowth of a specialized training school for its own new pilots, established at Tracy, Calif., in 1943 for school graduates in Chicago and Seattle and Denver early this year.

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## Midwest Air Terminal

Oklahoma City gains \$25,000,000 passenger and freight station, with terminal bus.

A \$25,000,000 air freight and passenger terminal at Oklahoma City is already under way, according to Mayne R. E. Heffer, in announcing plans for this program last week.

"We others have been talking," he already owns more than half of land for the terminal. "We have ample cash on hand and have reason to believe that the airlines and industry are wholeheartedly behind the program."

► **Features**—Plan call for a terminal covering 170,000 sq ft, within 8 mi. of the city's business district, and a seaplane base on a 3,000 acre lake near by. Other features outlined by the Austin Co., aircraft plant and airport designers, call for 20,144 sq ft of shops, 500 ft of taxiway, seven glider tow-tows and planes carrying up to 480 passengers or 160,000 lb of freight, four runways for commercial planes, a civilian flying field, a helicopter base, a passenger ter-

minus with 100-room hotel, and barges. Railroads and truck lines will enter this terminal on a level below the airport. Motor cars will have direct access to the passenger terminal through traffic arteries.

## NAA To Map Policies In Oklahoma City Talks

Program for U. S. as well as private interest to be considered.

National Aeronautic Association's national aviation conference Nov. 11-13, at Oklahoma City, will seek clarification of policies of the government and private interests in aviation, including private flying, domestic airlines and aircraft production.

Gill Robb Wilson, president of NAA, and "the conference was held to hold for the benefit of the industry as a whole and the various related groups."

"The conference will include the directing individuals in the manufacturing, operating and servicing organizations of the industry, and the national, state and municipal officers carrying responsibilities in this connection," Wilson said.

## Gives Scholarships

United Air Lines has announced the granting to 22 colleges and universities throughout the country of scholarships to enable teachers of aviation subjects to pursue research or follow special aviation education courses.

► **Midwest Express** Agency's air express cargo loads in May by the nation's commercial airlines was 44.4 percent above May, 1945. Gross revenue was 10.4 percent above the same comparison. Shipments last May numbered 113,092, revenue \$2,941,851. It compared with 1,038,395 in May 1946.

► **Pan American Airways** has been unable to obtain equipment to rebuild its major overhaul shop at Brownsville, Tex., destroyed by fire last November. The Civil Aeronautics Board declared that Pan American should obtain American or Canadian service under the Civil Aeronautics Act (overhaul) is done at Dallas-Wright Service Station, Caldwell, N. Y.

► **The Canadian government** has estimated \$500,000 to open two new services for publicly owned Trans-Canada Air Lines, the first from Montreal via Rimouski and Halifax to Sydney, N. S., and the second from Winnipeg via Saskatoon to Edmonton. The second service will be in addition to the present service from Montreal via Moncton to Halifax.

The western service will cost about \$200,000. It is part of the TCA, inter-city improvement service to give direct service to the important supply base of Kanasia, in addition to the present service via Regina, Lethbridge and Calgary.

Dayton Messing Airport's double-deck, CA-operated control tower, just completed, is believed to be one of the largest in the country, 28 ft by 28 ft. It employs four hangars used by the Accelerated Service Test Branch at Wright Field.

## SHORTLINES

► **American Airlines** continues to report gains in express and mail. On the November 1, 1946, it was carried during August, 973 percent over August 1945 gain. The figures on mail were 1,464,681 lb, a 93.1 percent increase over August 1945. It also set surplus mile in August 1946 was 12.9 percent above August 1945. Load factor was 68.4 percent.

► **Braniff** had a new high in passenger traffic during August. Revenue passenger miles were 4,973,564, compared with 4,554,115 in the same month last year. Working passenger miles were 54 percent from 10,646 in August, 1945, to 14,864. Braniff said its 18,774,860 express percent carried in August this year was a 227 percent increase, or more than three times last year's figure for August. Mail was 100 percent, compared with 20,321,197, compared with 11,029,205. Passengers was up 126 percent to 913,590.

► **Pan American**—Control has opened new offices in the field building in Chicago.

► **Braniff** announces cash purchase of \$4,500,000 in War Bonds, divided among 100,000 employees in service in Texas, Oklahoma, Missouri, Kansas, Iowa, Illinois and Colorado. The money came from the line's recent financing program, in which 40,000 additional shares of capital stock were sold in anticipation of post-war equipment needs.

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## Wide Divergence Continuing In Airline and Plane Price Trends

Financial commentators point out that aircraft industry leads "war" group, while air carriers are in "peace" category.

By ROGER WILCO

The wide divergence in the price levels of aircraft and air transport stocks continues to attract considerable attention. Interestingly enough, the aircraft industry has come to represent the leading "war" group in the market and the air carriers have advanced to the leading candidate in the "peace" category.

**Aircraft Preferred**—Shortly prior to the outbreak of war, investment circles showed a decided preference for aircraft shares. When the United States became an active belligerent, however, the prices of these shares started on a downward decline and have never been the same since. Airline prices, while very nervous at the time of our entry into the war—on fears that the industry would be nationalized—recovered sharply and started a long upward trend.

These trends are highlighted by the accompanying table. It can be seen that from the time of the European war to pre-1941 Harbor day, there was very little change in the over-all course of both groups. However, since Sept. 8, 1941, and up to the present time, the price of the aircrafts declined an average of about 25 percent while the air transports gained an average of 144 percent.

**Airlines Kept Busy**—During this period it was feared that taxes and other considerations of a war economy would not permit the aircraft industry to realize the enormous profits previously anticipated. The airlines, instead of going out of business as individual investors, retained their independence and prospered as never before.

The major reason for the price disparities of the two aviation groups, however, is in the prospects for the future. The business community appears to maintain that once the war is over, the airlines will be able to obtain adequate equipment, facilities and personnel to launch a tremendous expansion program. On

the other hand, the aircraft builders are expected—according to this reasoning—to experience a sharp curtailment in production.

**Fallacies Cloud**—There are a number of fallacies present in this type of cost-plus analysis. In fact, it is no analysis whatsoever, but superficial guesswork.

At the present time, the price level of aircraft shares is lower than at the time when war started, yet the most pessimistic observer must agree that the aircraft industry will do more business in the post-war period than prior to September, 1939. A modern, well-equipped air force most certainly can be expected as part of an American program. And further, if the airlines are going to have that tremendous expansion—as the market seems to think—the aircraft industry will be favored with a good deal of business.

**Growth with Uncertainty**—As has been noted in this space before, while the air current will unquestionably experience important growth and characteristics, the industry has an advantage of continued profitable operations and will not be without many problems and complications.

There is also a fundamental fallacy that peace is bad for business.

Price Trends of Representative Aviation Stocks

	1940	1941	1942	1943	1944	1945	1946	1947	1948	1949	1950	1951	1952	1953	1954	1955	1956	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100	2101	2102	2103	2104	2105	2106	2107	2108	2109	2110	2111	2112	2113	2114	2115	2116	2117	2118	2119	2120	2121	2122	2123	2124	2125	2126	2127	2128	2129	2130	2131	2132	2133	2134	2135	2136	2137	2138	2139	2140	2141	2142	2143	2144	2145	2146	2147	2148	2149	2150	2151	2152	2153	2154	2155	2156	2157	2158	2159	2160	2161	2162	2163	2164	2165	2166	2167	2168	2169	2170	2171	2172	2173	2174	2175	2176	2177	2178	2179	2180	2181	2182	2183	2184	2185	2186	2187	2188	2189	2190	2191	2192	2193	2194	2195	2196	2197	2198	2199	2200	2201	2202	2203	2204	2205	2206	2207	2208	2209	2210	2211	2212	2213	2214	2215	2216	2217	2218	2219	2220	2221	2222	2223	2224	2225	2226	2227	2228	2229	2230	2231	2232	2233	2234	2235	2236	2237	2238	2239	2240	2241	2242	2243	2244	2245	2246	2247	2248	2249	2250	2251	2252	2253	2254	2255	2256	2257	2258	2259	2260	2261	2262	2263	2264	2265	2266	2267	2268	2269	2270	2271	2272	2273	2274	2275	2276	2277	2278	2279	2280	2281	2282	2283	2284	2285	2286	2287	2288	2289	2290	2291	2292	2293	2294	2295	2296	2297	2298	2299	2300	2301	2302	2303	2304	2305	2306	2307	2308	2309	2310	2311	2312	2313	2314	2315	2316	2317	2318	2319	2320	2321	2322	2323	2324	2325	2326	2327	2328	2329	2330	2331	2332	2333	2334	2335	2336	2337	2338	2339	2340	2341	2342	2343	2344	2345	2346	2347	2348	2349	2350	2351	2352	2353	2354	2355	2356	2357	2358	2359	2360	2361	2362	2363	2364	2365	2366	2367	2368	2369	2370	2371	2372	2373	2374	2375	2376	2377	2378	2379	2380	2381	2382	2383	2384	2385	2386	2387	2388	2389	2390	2391	2392	2393	2394	2395	2396	2397	2398	2399	2400	2401	2402	2403	2404	2405	2406	2407	2408	2409	2410	2411	2412	2413	2414	2415	2416	2417	2418	2419	2420	2421	2422	2423	2424	2425	2426	2427	2428	2429	2430	2431	2432	2433	2434	2435	2436	2437	2438	2439	2440	2441	2442	2443	2444	2445	2446	2447	2448	2449	2450	2451	2452	2453	2454	2455	2456	2457	2458	2459	2460	2461	2462	2463	2464	2465	2466	2467	2468	2469	2470	2471	2472	2473	2474	2475	2476	2477	2478	2479	2480	2481	2482	2483	2484	2485	2486	2487	2488	2489	2490	2491	2492	2493	2494	2495	2496	2497	2498	2499	2500	2501	2502	2503	2504	2505	2506	2507	2508	2509	2510	2511	2512	2513	2514	2515	2516	2517	2518	2519	2520	2521	2522	2523	2524	2525	2526	2527	2528	2529	2530	2531	2532	2533	2534	2535	2536	2537	2538	2539	2540	2541	2542	2543	2544	2545	2546	2547	2548	2549	2550	2551	2552	2553	2554	2555	2556	2557	2558	2559	2560	2561	2562	2563	2564	2565	2566	2567	2568	2569	2570	2571	2572	2573	2574	2575	2576	2577	2578	2579	2580	2581	2582	2583	2584	2585	2586	2587	2588	2589	2590	2591	2592	2593	2594	2595	2596	2597	2598	2599	2600	2601	2602	2603	2604	2605	2606	2607	2608	2609	2610	2611	2612	2613	2614	2615	2616	2617	2618	2619	2620	2621	2622	2623	2624	2625	2626	2627	2628	2629	2630	2631	2632	2633	2634	2635	2636	2637	2638	2639	2640	2641	2642	2643	2644	2645	2646	2647	2648	2649	2650	2651	2652	2653	2654	2655	2656	2657	2658	2659	2660	2661	2662	2663	2664	2665	2666	2667	2668	2669	2670	2671	2672	2673	2674	2675	2676	2677	2678	2679	2680	2681	2682	2683	2684	2685	2686	2687	2688	2689	2690	2691	2692	2693	2694	2695	2696	2697	2698	2699	2700	2701	2702	2703	2704	2705	2706	2707	2708	2709	2710	2711	2712	2713	2714	2715	2716	2717	2718	2719	2720	2721	2722	2723	2724	2725	2726	2727	2728	2729	2730	2731	2732	2733	2734	2735	2736	2737	2738	2739	2740	2741	2742	2743	2744	2745	2746	2747	2748	2749	2750	2751	2752	2753	2754	2755	2756	2757	2758	2759	2760	2761	2762	2763	2764	2765	2766	2767	2768	2769	2770	2771	2772	2773	2774	2775	2776	2777	2778	2779	2780	2781	2782	2783	2784	2785	2786	2787	2788	2789	2790	2791	2792	2793	2794	2795	2796	2797	2798	2799	2800	2801	2802	2803	2804	2805	2806	2807	2808	2809	2810	2811	2812	2813	2814	2815	2816	2817	2818	2819	2820	2821	2822	2823	2824	2825	2826	2827	2828	2829	2830	2831	2832	2833	2834	2835	2836	2837	2838	2839	2840	2841	2842	2843	2844	2845	2846	2847	2848	2849	2850	2851	2852	2853	2854	2855	2856	2857	2858	2859	2860	2861	2862	2863	2864	2865	2866	2867	2868	2869	2870	2871	2872	2873	2874	2875	2876	2877	2878	2879	2880	2881	2882	2883	2884	2885	2886	2887	2888	2889	2890	2891	2892	2893	2894	2895	2896	2897	2898	2899	2900	2901	2902	2903	2904	2905	2906	2907	2908	2909	2910	2911	2912	2913	2914	2915	2916	2917	2918	2919	2920	2921	2922	2923	2924	2925	2926	2927	2928	2929	2930	2931	2932	2933	2934	2935	2936	2937	2938	2939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## Letting the People Know

AVIATION NEWS in its third week of existence appeared with an editorial which has resulted in formal approval by OWI of a report on the airlines' war constraints.

Ever since Pearl Harbor, the Air Transport Industry has been subjected to an unreasonable censorship by the Air Transport Command under the excuse of military secrecy. Many details must remain secret, of course, but even publication of the broad outlines of the industry's war program have been quashed.

In the meantime, the more liberal Bureau of Public Relations of the War Department has permitted just about every other industry in the country to tell the public how it has converted to war. All news by ATC contractors must first be cleared with ATC's press officer who has usually killed the releases before they could reach the bureau.

Even government officials are beginning to wonder in public. Mr. George Loening, consultant on aircraft in WPB, for example, told the Traffic Club of New York last week:

"Of course, even during this war, there have been some private initiative transoceanic airline operations that are most remarkable and a tremendous

tribute to those who engineered them. The Consolidated Aircraft Corp., for example, has for several years now been operating a magnificent airline to Australia from California, purely for company purposes, done by private initiative and as a private enterprise, and not under the government.

"This airline has halved the time schedule that we have had heretofore, and there has been only the slightest mention in the press of how it is conducting a daily service on a six-day turn-around over the tremendous stretch."

This is exactly what we mean. The aviation magazines and the nation's newspapers would have been delighted to let the people know of such accomplishments long ago. Army forbade it. Consolidated's Conairways has been under strict secrecy ever since it started. So has United Air Lines' trans-Pacific operation. So have all other airline accomplishments for the war effort.

OWI should be commended for its decision to prepare a report to the public. We hope it will win its fight to tell what it believes should be told, because, although ATC has given reluctant approval to the project, it will probably wish to continue blue penciling copy—even that of OWI.

## Excellent Public Relations

THE WAR DEPARTMENT's two-day conference with industry, labor and the press last week stands out as one of its most intelligent public relations feasts of recent years.

Although the nation's aircraft executives are much closer to the war, and what it means, than the management group of most other industries, the plane builders were unanimous in their praise for the conference. An example of the interest manifested was that of Mr. Donald Douglas, who broke a record of years of non-Washington attendance to come to hear what the War Department had to say.

There is apparent a turn-about in the department's entire philosophy of public relations which is encouraging to experienced press people in Washington. It is also apparent in the increased willingness of the services to cooperate with the Office of War Information.

Aviation has everything to gain from an enlightened policy of publicity, for the public has always been enthusiastic for all flying and as the Gallup Poll has shown on various occasions, the public has been ahead of its government in air development for several years.

## Those Future Shortlines

IN THE PAST it has frequently been the semi-informed enthusiasts who have made the headlines by forecasting fabulous development of the airlines. Too often, too, these forecasts have dwelt exclusively on foreign operations.

Last week, however, conservative and cautious Charlie Stanton, CAA's administrator, released "An exhaustive and well-documented statement," as CAB described it, which turned the spotlight on the

future of truly local air service. Another well known airman, George Loening, pictures transports leaving New York and Washington like trolley cars, every few minutes. Tom Gifford believes every town will have air mail pickup service. There are many other statements, by men who have the backing of experience and statistics, are telling the public what aviation will be after the war. Men like Stanton, Loening, and Gifford cannot be discouraged.

ROBERT H. WOOD

# Buy Tail Wheels...Tail Wheel Tires & Tubes

## THE GENERAL WAY\*



The Old Way... men, labor, when brought in, were only repair men, with no real knowledge of the tail wheel assembly.



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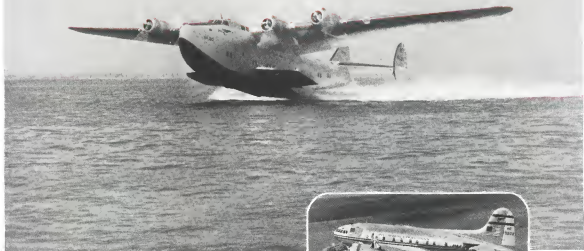
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